OFFICE CONSOLIDATION

December 2001

The Blue Pages of this document contain supporting information and do not form part of the bylaw.
For the purposes of electronic publications the Blue Pages are identified by the footer "Blue Pages - Supporting Information".

Crescent Heights

Area Redevelopment Plan

Bylaw 17P96
Approved 1997 May 12

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY

103-06015/

Note:
This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Description	Date
1	19P99	Map 2 Land Use Policy (1509 - 1 Street NE)	1999 October 4
2	22P2001	Map 2 Land Use Policy (Centre Street & 11 Avenue NE)	2001 December 3

Amended portions of the text are printed in italics and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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CRESCENT HEIGHTS AREA REDEVELOPMENT PLAN

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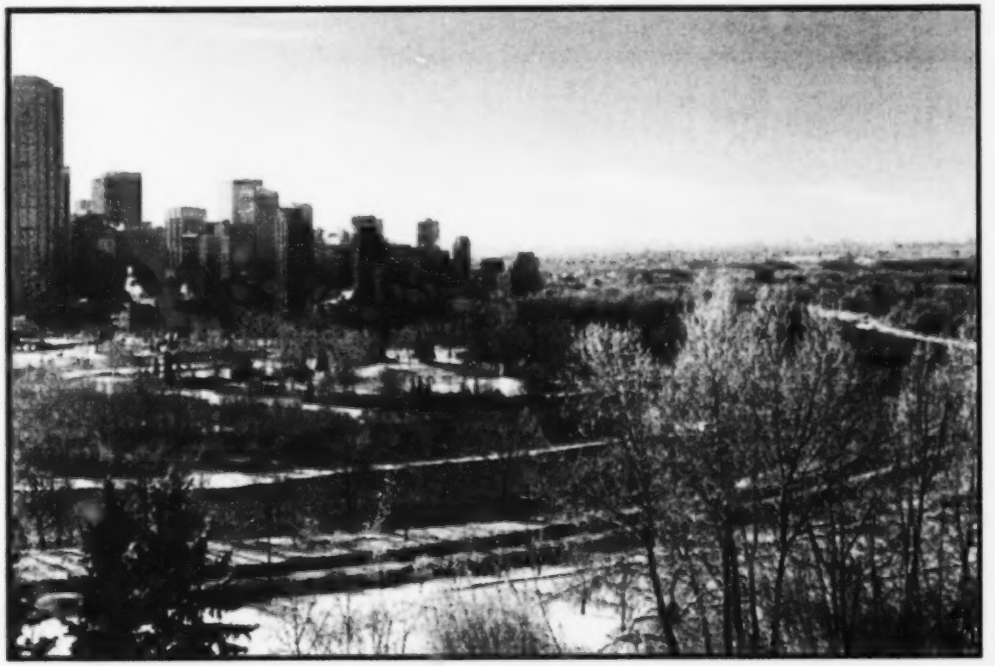


Preface

1.0 PREFACE

1.1 What is an Area Redevelopment Plan?

An Area Redevelopment Plan (ARP) or community plan is a planning document that helps guide the future development of a community. An ARP supplements the Calgary Land Use Bylaw (2P80) by giving a local policy context and, where appropriate, specific land use and development guidelines on which the Approving Authorities can base their judgement when considering planning applications in the community. While land use districts (zoning) and their accompanying rules under the Land Use Bylaw apply uniformly throughout the city, an ARP provides a community perspective to the land use districts within a community. In addition, an ARP provides a mechanism to implement, in a sensitive manner, city-wide objectives at the community level.

An ARP also provides guidance for the City Administration in undertaking improvement actions to address and improve traffic, social, environmental, and other issues identified by residents.

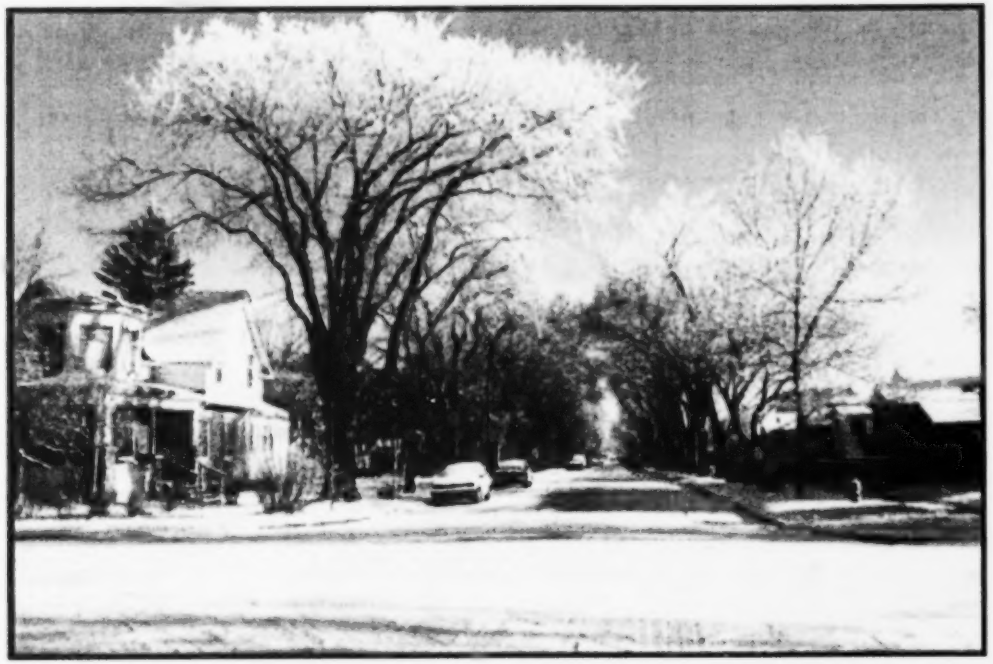
The expected planning horizon of the Crescent Heights ARP is ten to fifteen years. The planning period, however, may vary in relation to the general growth trends within the city and to specific trends in Crescent Heights. It is important therefore that an evaluation of the effectiveness of the ARP in meeting its objectives be undertaken as the need arises.

1.2 Format of the Area Redevelopment Plan

The Area Redevelopment Plan (ARP) is contained in the **white pages only** in this document and is adopted as a **bylaw** by City Council. Any changes to the policies or to the white pages require an amendment to the ARP bylaw which must be made at an advertised public hearing. The yellow pages contain suggestions for community initiatives and have no legal status. The blue pages - Supporting Information - have no legal status and contain background information and appendices to provide context for the policy recommendations. The numbering of Maps in the blue pages is preceded by the Letter "B" e.g., B1.

1.3 Availability of Municipal Funds for Improvement Projects

Public facilities and improvements proposed or recommended in this ARP are subject to Council's capital budget priorities and approval process. Expenditures recommended in this Plan will be evaluated in relation to the needs of other communities and city-wide spending priorities.



Introduction

2.0 INTRODUCTION

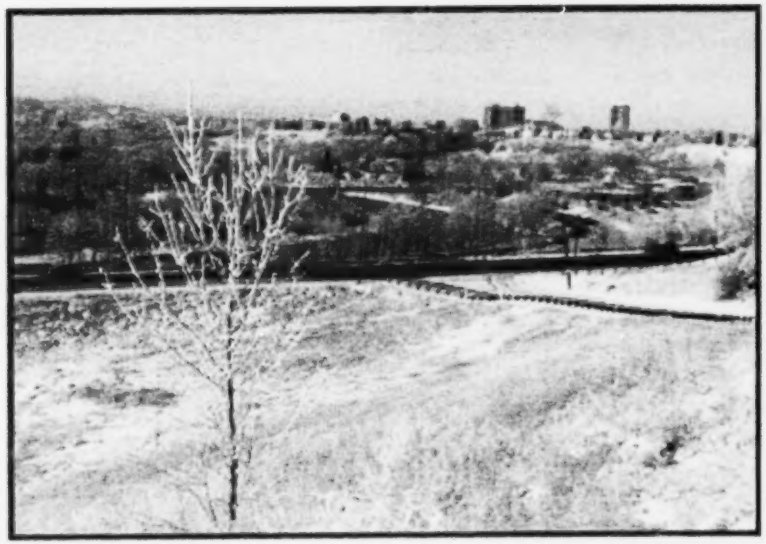
2.1 Study Area Boundaries

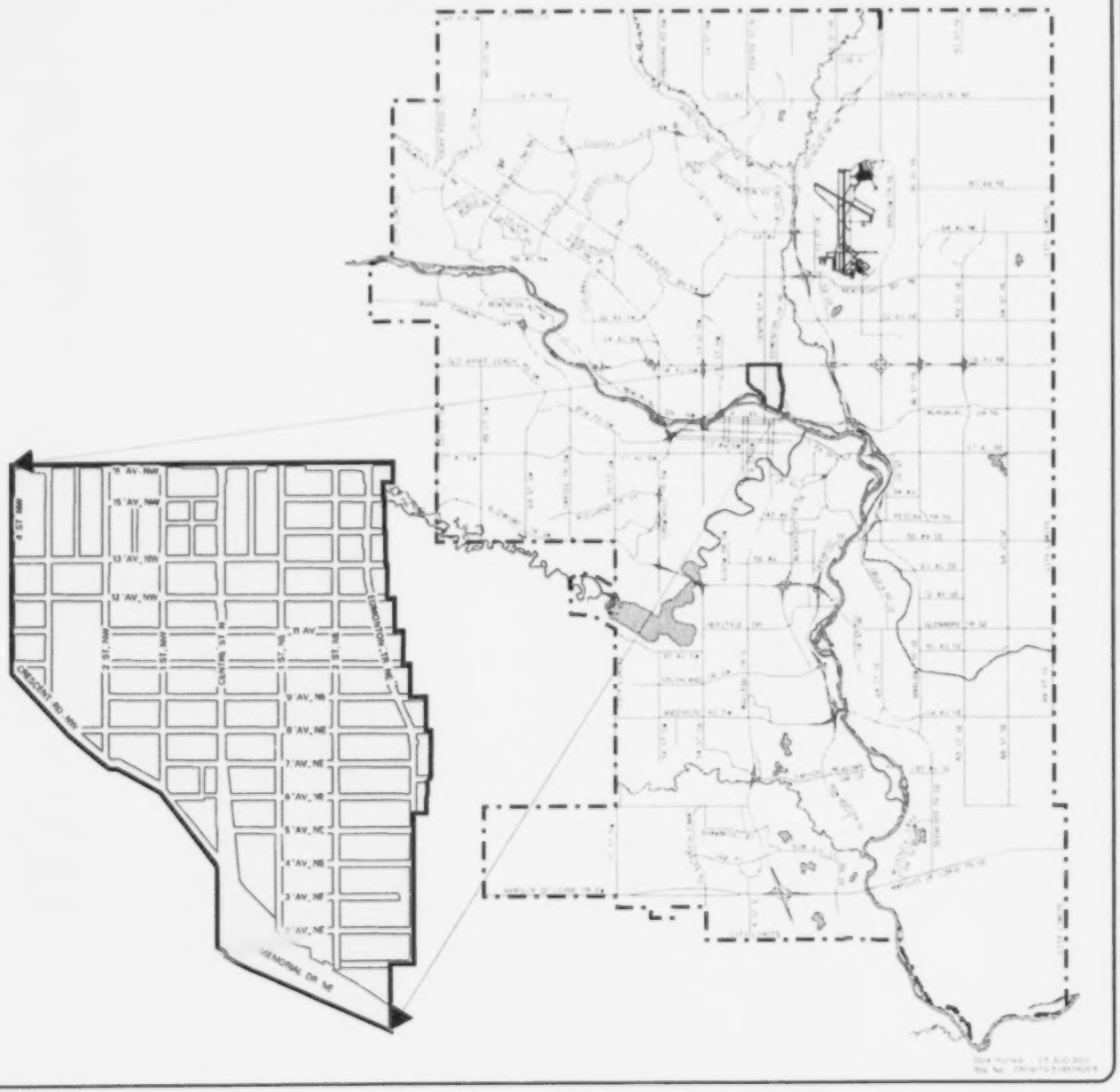
The Crescent Heights ARP boundaries (Map 1) are not the same as the Crescent Heights Community Association boundaries (Map B1). The Bridgeland-Riverside ARP (1980) addressed a portion of Crescent Heights west of Edmonton Trail and these lands are excluded from this ARP.

The commercial properties and several adjoining residential properties on the east side of Edmonton Trail in the community of Renfrew were included to allow consistent planning of both sides of Edmonton Trail.

The boundaries for the Crescent Heights ARP are:

- Memorial Drive and the top of the escarpment on the south;
- 4 Street NW on the west;
- 16 Avenue N on the north and;
- on the east, a line east of Edmonton Trail approximately defined by the lane separating the residential from the commercial area or where there is no lane three lots (45 metres - 150 feet) east; at 5 Avenue the boundary is 3 Street NE to 1 Avenue NE west 250 feet on 1 Avenue and south to Memorial Drive.





Crescent Heights

Map No. 1

Title

Study Area Location

Legend

Area Redevelopment Plan Boundary

1997 May

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.62 Mile
0 1.0 Km

2.2 Community Vision and Goals

An extensive public process was undertaken to determine the issues and goals of the ARP and a Vision for the future of the community. This process included several meetings and a full community survey. The results were used to help identify issues which have been addressed in this Plan. The Vision is not used as a list of specific objectives to be achieved but as a general description of the type of neighbourhood the residents and business people desire.

Vision

Crescent Heights in the future continues to be a safe, clean, welcoming community - a good place to raise a family and to grow old. There is a feeling of neighbourliness, something like a small town with everyone feeling welcome in all aspects of community life. There is less traffic within the community than there has been and there is a more peaceful feeling. People are involved together in many activities in the community. Crescent Heights has a clear identity in the city. There is a range of retail, cultural and social activities within walking distance of the residents.

Residential and commercial development has continued with the new buildings fitting in harmoniously with the existing buildings. The community has retained a large number of apartments and townhouses providing a wide range of housing opportunities. There are more opportunities for seniors to stay and live in the community as they age. The low density areas have been strengthened and new development has respected and reflected the heritage flavour and sense of history in the community. Better home maintenance is occurring and the level of home ownership is increasing.

Along Centre Street and Edmonton Trail, there are more small businesses serving the neighbourhood, more pedestrian traffic and street beautification improvements. The shops are more enjoyable to visit and the streets are safer to cross. Centre Street is less of a barrier in the community. There is more of a mix of land uses in the commercial areas. More people work out of their homes keeping the community active throughout the day. Crescent Heights is a pleasant place to live, work and visit.

Goals

From the Vision exercise the following goals were developed for the ARP.

1. Help create an attractive, safe and active community which residents are proud of.

2. Maintain and strengthen the detached housing areas of the community.

3. Improve the multi-unit residential areas by addressing traffic, open space and design issues.

4. Improve the business environment of the retail areas and encourage a mix of commercial services for community residents.

5. Review the road system in the community, and revise if necessary, to ensure safe movement for pedestrians, cyclists and motorists and reduce the impact of short-cutting traffic.

6. Support city-wide planning goals in a manner sensitive to the goals and objectives of the Crescent Heights community.

7. Encourage and accommodate residents of differing ages, family sizes and income through a variety of housing types and community programs.

8. Encourage new development which contributes to achieving the goals of the ARP.

9. Encourage long term commitment to the community on the part of residents.

10. Promote community well being through social service and community initiatives.

2.3 City-Wide Strategic Planning Policies

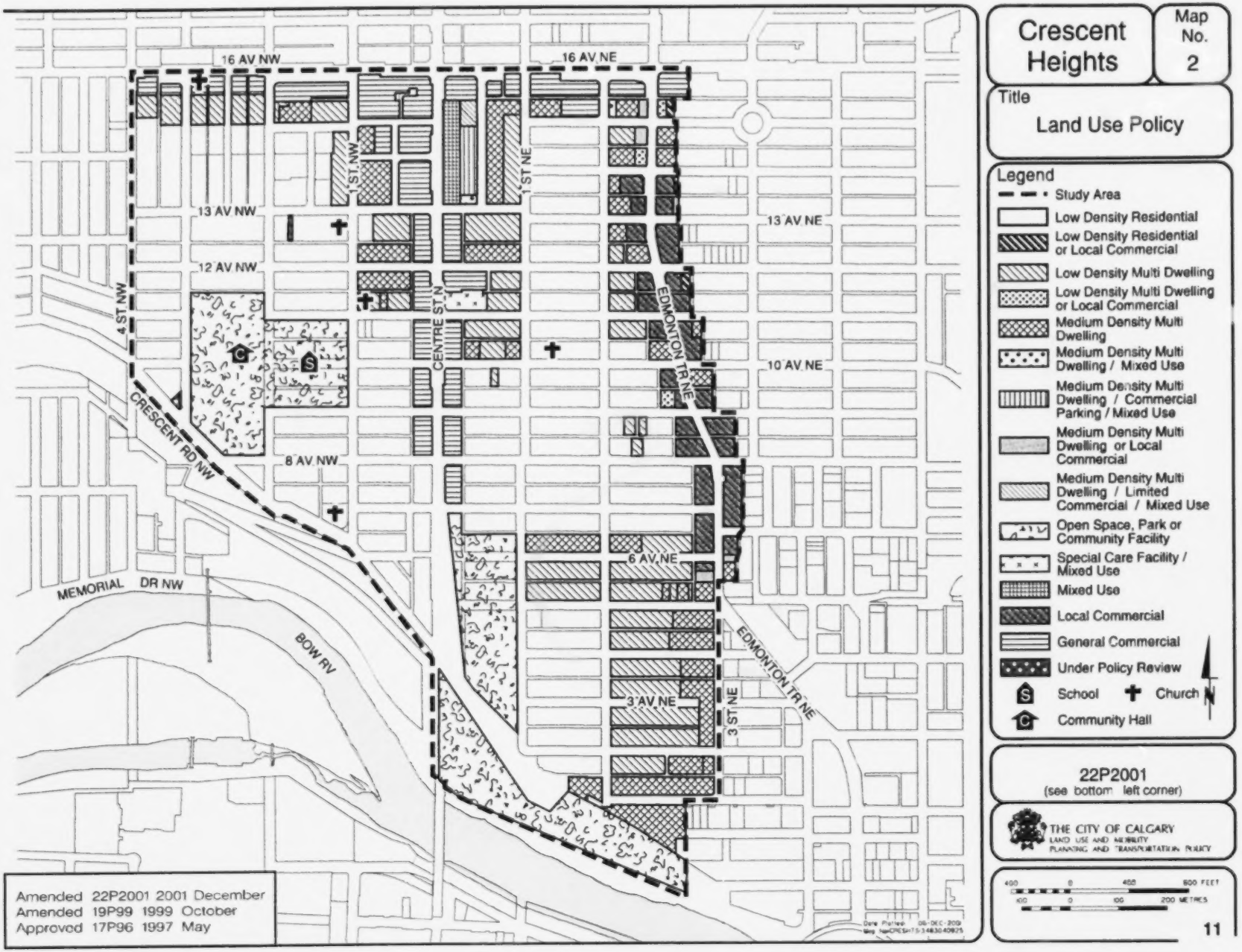
As well as the goals of the community residents, the ARP process considered the long range strategic planning goals for the city as approved by City Council. The city-wide goals relevant to Crescent Heights call for:

- Increasing residential densities in the inner city.
- Strengthening major transit corridors i.e., Centre Street, 16 Avenue, Edmonton Trail, by supporting mixed use (residential/ commercial) development particularly at the Centre Street N/16 Avenue N intersection.
- Emphasizing and facilitating transit, bicycling and walking as alternatives to private vehicular travel.
- Increasing the stability of inner city neighbourhoods and maintenance of a diversity of lifestyle alternatives, housing choices and household types.
- Ensuring an attractive and liveable inner city environment and accommodating a variety of commercial strips and nodes within the inner city.

The recommendations of this ARP reflect these city-wide goals and specific goals for the community as established by Council in previous planning documents.

2.4 ARP Planning Process

The process used in the preparation of this ARP followed the standard process for ARPs prepared by the Planning & Building Department. Following an initial community-wide survey of issues and concerns and an Open House, a Community Planning Advisory Committee (CPAC) was formed from volunteers. This committee worked over two years with the City planning staff to formulate recommendations for presentation to the community and City Council. Several surveys of area business people were undertaken and an architectural survey of the community was conducted. Affected property owners were surveyed for their opinions on whether their properties should be redesignated. Once a draft of the ARP was completed, it was widely circulated for comment and an Open House was held for community residents and business people to view the recommendations. The ARP was then rewritten based on feedback on the Draft ARP and a Proposed ARP was presented to the Calgary Planning Commission and to a Public Hearing of City Council for approval and implementation.


16 AV NW
16 AV NE
13 AV NW
12 AV NW
8 AV NW
13 AV NE
10 AV NE
6 AV NE
3 AV NE
4 ST NW
1 ST NW
1 ST NE
CENTRE ST N
EDMONTON TR NE
CRESCENT RD NW
MEMORIAL DR NW
BOW RV
3 ST NE
Amended 22P2001 2001 December
Amended 19P99 1999 October
Approved 17P96 1997 May
Crescent Heights
Map No. 2
Title
Land Use Policy
Legend
Study Area
Low Density Residential
Low Density Residential or Local Commercial
Low Density Multi Dwelling
Low Density Multi Dwelling or Local Commercial
Medium Density Multi Dwelling
Medium Density Multi Dwelling / Mixed Use
Medium Density Multi Dwelling / Commercial Parking / Mixed Use
Medium Density Multi Dwelling or Local Commercial
Medium Density Multi Dwelling / Limited Commercial / Mixed Use
Open Space, Park or Community Facility
Special Care Facility / Mixed Use
Mixed Use
Local Commercial
General Commercial
Under Policy Review
School
Church
Community Hall
22P2001
(see bottom left corner)
THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY
400 0 400 800 FEET
100 0 100 200 METRES
11

2.5 Summary of Major Recommendations

Residential

- Design guidelines are presented for single detached and duplex housing, townhousing and apartments. These guidelines will improve the general quality of new development and the "fit" between old and new development.

- Guidelines for identifying "heritage" sites and for controlling development close to these sites are presented.

- Policies are established for the west side of Centre A Street NE which would support redesignation of residential properties to permit commercial parking lots as well as multi-unit dwellings. Future mixed use development on the Centre Street/Centre A Street block is facilitated through redesignation.

- Housing units are encouraged above commercial development on Edmonton Trail and Centre Street.

- Owner-initiated redesignations to allow additional multi-unit residential and commercial development in locations near Edmonton Trail and Centre A Street NE are supported.

Commercial

- Support is given to the improvement of the streetscape (pedestrian environment) along Edmonton Trail NE and Centre Street N. The ARP urges merchants and commercial land owners to initiate a general upgrading of the public and private streetscape with City cooperation.

- Restrictions on third-party advertising and temporary signs will improve the appearance of these streets.

- Design guidelines are included to encourage new commercial buildings to contribute to an improved streetscape quality and to support more transit-oriented development.

- Small restaurant, retail and personal service uses are encouraged along Centre Street and Edmonton Trail.

- Redesignation to Direct Control of a number of C-3 properties on Edmonton Trail will reduce the maximum height and density of new development.

- Maximum height rules in C-1 districts on Edmonton Trail may be relaxed to allow additional housing units above commercial development.

- The maximum height allowed in new buildings along the south side of 16 Avenue NW will be reduced by redesignation to 16 metres (53 feet.).

- The future widening of 16 Avenue is discussed in detail with recommendations for future studies and discussion of the impacts on the existing residential area and commercial strip.

Transportation

- The ARP supports actions that encourage transit ridership as proposed in the **Calgary Transportation Plan** and the **Transit Friendly Design Guide**.

- A number of actions are considered as part of the Community Traffic Study to reduce traffic volumes on 12 Avenue N and address other site specific traffic concerns.

- The possibility of closing the steep portion of 2 Avenue NE east of 3 Street NE is discussed.

- The future roles of Edmonton Trail and Centre Street are discussed.

Social Services

- The ARP proposes formation of a committee of all agencies active in providing services, in the area, to ensure all needs are being addressed in the most effective way.

Residential Development

3.0 RESIDENTIAL DEVELOPMENT

3.1 Context

Crescent Heights is a healthy inner city community. It is home to approximately 4,600 people living in housing ranging from large single detached homes to townhouse condominiums, rooming houses and apartments. The population has decreased by 700 people from its 1968 level of 5,300. This decline is in spite of an increase of 46 percent in the number of dwelling units during the same period. Most inner city communities have exhibited this magnitude (or greater) of population loss based primarily on smaller family sizes leading to lower occupancy rates.

The variety of housing types provides residential choice for people with different needs creating diversity in the neighbourhood. However, the large proportion of multi-unit buildings reduces home ownership levels to 37 percent of the dwelling units, well below the Calgary average of 62 percent. Lower levels of home ownership are associated with higher transiency rates as well as lower levels of community identification and support for various community programs.

The overall residential density in the community of 22 people per acre is substantially higher than the 15.4 people per acre average of inner city communities.

The housing quality in the community is generally good and renovations are ongoing, suggesting that it will continue to improve. During the late seventies and early eighties there were 900 apartment units built, primarily north of the escarpment and east of Centre Street. New home construction during the past 5 years has been much slower and has often occurred as detached houses on 7.5 metre (25 feet) lots.

The areas with the lowest residential density are located west of Centre Street, south of 9 Avenue and are zoned R-1 and R-2. Most of the area north of 6 Avenue N and in the blocks between Centre Street and Edmonton Trail are zoned R-2 which allows narrow lot homes, duplexes and suites within detached houses. Further north and east are the townhouse and apartment areas designated RM-2, RM-4 and DC (RM-5).

Past planning studies for the community, the North Bow Special Study (1979) and the Centre Street North Special Study (1989), have led to significant reductions in residential and commercial densities in selected areas. The intent of these redesignations was to stabilize the community and achieve the goal for the area outlined in the North Bow Special Study to ensure the area is "maintained and protected as a family oriented neighbourhood."

Given the amount of "underdeveloped" land (for example, detached homes on parcels zoned RM-2 for townhouses), there is potential for approximately 900 additional dwelling units in the community. If developed, these would be townhouse or apartment units, resulting in a potential population increase of up to 1,500. Redevelopment of many of these parcels may occur but it will likely be a very slow process. There will be only minor changes in the community population over the next decade.

3.2 Objectives

1. Preserve and enhance Crescent Heights as a safe and stable community.
2. Identify new residential development opportunities.
3. Ensure new development is as sensitive as possible to the neighbouring housing.
4. Recognize and attempt to preserve the historic character of the community.
5. Encourage a variety of housing types to accommodate residents with differing ages, family sizes and incomes.
6. Encourage long term residency in the community.
7. New development should be designed to support increased transit use.
8. To identify and pursue, where feasible, opportunities for affordable housing.

3.3 Heritage Conservation

1. Context

An important element of the residential character in the community is the historic nature of many of the homes built before 1940. Many are single storey small bungalows on narrow lots and are slowly giving way to new infill development. There has been some conflict within the community as the traditional streetscapes slowly disappear.

Current provincial heritage legislation is primarily designed to protect unique "heritage" sites, however very few buildings in Crescent Heights are eligible for this designation (Map B2).

2. Policy

1. The historic character of development in Crescent Heights should be recognized and new development is encouraged to be sensitive to the historic elements.

3. Implementation

1. **Older buildings should be evaluated by the City of Calgary Heritage Advisory Board to determine their significance and potential for inclusion in the City of Calgary "Inventory of Potential Heritage Sites."**

2. **Owners of sites proposed for inclusion in the "Inventory of Potential Heritage Sites" should be contacted by the Planning & Building Department to advise them of the special nature of their properties.**

3. **Additions and alterations to structures identified in the "Inventory" should be evaluated by the Approving Authority where applicable, with the goal of retaining the integrity of the specific housing styles and characteristic details.**

3.4 Low Density Detached Housing

1. Context

The core of the Crescent Heights community is the low density R-1/R-2 areas. Maintaining the "stability" of these areas is vital to the health of the community and encompasses such elements as:

- minimizing traffic and overspill parking impacts;
- minimizing safety and security risks;
- ensuring new development does not reduce the quality of life in existing buildings; and
- providing an adequate convenient supply of commercial services and park space.

The ARP addresses these issues throughout the document. This section focuses on the need to ensure that new development, which is important and welcomed in the community, creates as few negative impacts as possible and contributes positively to the neighbourhood.

To identify the important features which contribute to the character of Crescent Heights the residential area was surveyed (see Supporting Information). These features form the basis of the Design Guidelines below.

2. Policies

1. The low density conservation housing policy is retained for those areas designated (zoned) R-1, R-2 and DC (with low density residential guidelines). The intent of this policy is to permit redevelopment that:
   - maintains the existing low density neighbourhood quality and character;
   - is compatible with the surrounding streetscape.
2. The character of the existing low density residential areas should be maintained while appropriate new development is encouraged.
3. Construction of larger detached homes is encouraged to attract families with children to the community.

It is recognized that larger homes may not fit as well into the existing streetscape as smaller ones. Builders will have to take extra efforts to minimize the impacts of the new housing.

3. Implementation - Detached Housing

The design guidelines listed below do not mandate or preclude any particular style. Smaller new homes and renovations to existing homes are currently regulated by the Modest Residential Development Rules of the Land Use Bylaw which, in essence, make smaller scale housing a "permitted use" with no opportunity for design review. These guidelines, therefore, can only act as suggestions to the developers of houses which fall into this category. For larger homes which do not fall within the Modest Residential Development Rules these guidelines will be used by the Approving Authority in reviewing applications.

The Low Density Residential Housing Guidelines for Established Communities (1993) documents the principles used in evaluating new housing proposals by the Approving Authority and will continue to be applied in Crescent Heights.

Design Guidelines

1. **New development should retain mature landscaping where possible.**

2. **Planting of trees beyond Land Use Bylaw requirements is encouraged to maintain the extensive tree cover in the community.**

3. **Front yard depths in new development should approximate adjacent yards.**

4. **Porches and front balconies are an attractive common feature which are encouraged.**

5. **High roof pitches and arch detailing are encouraged.**

6. **Front yards should be defined at the sidewalks by a hedge or a fence where similar conditions exist on the majority of nearby properties.**

7. **Vehicle access should be from the rear lane wherever possible.**

8. **Construction of larger detached houses is encouraged to attract families with children to the community.**

3.5 Multi-Unit Housing - Townhouses and Apartments

1. Context

There is a significant portion of the community which has been developed as 3-4 storey apartments under the zoning in place in the 1960's. Some of these areas were subsequently redesignated to RM-2 to restrict multi-unit development to townhousing and ground oriented apartments. In the areas where apartments are mixed with detached housing there are complaints regarding the loss of on-street parking, loss of views and sunlight and the "overpowering" nature of the apartments compared to the remaining bungalow and two storey houses.

Most of the remaining houses will be redeveloped in these RM-4/RM-2 multi-unit areas, although a number of them are "sandwiched" between apartments. These lots are often too small for apartment construction and too heavily impacted by the adjacent development to be likely candidates for new detached housing.

2. Policies

1. The low density multi-unit housing policy is retained for those sites designated RM-2. The intent of this policy is to permit low density family-oriented dwelling units such as townhouses, triplex and fourplex dwellings.

2. The medium density multi-unit housing policy is retained for those areas designated RM-4 and DC (with RM-4 or RM-5 residential guidelines). The purpose of this policy is to provide for a variety of housing types up to 4 storey apartments.

3. The existing residential Direct Control districts are retained unless specified elsewhere in the ARP.

4. Quality of life concerns - traffic, access to open space, new building design - should be monitored in the apartment/ townhouse areas to ensure these areas remain viable and attractive.

5. New townhouse and apartment developments should be sensitive to the scale and form of nearby older homes while recognizing that these areas are intended for larger multi-unit developments.

6. Traffic and parking concerns should be addressed to maintain the quality of life in these higher density areas.

7. Opportunities to allow higher density multi-unit development will be identified.

3. Implementation

Design Guidelines

The following design guidelines provide guidance to the community and Development Authority in reviewing townhouse and apartment development applications.

1. **Larger multi-unit residential projects (i.e., 150 feet frontage and larger) should be designed with a variation of the facade, roof slopes, window treatment, unit entry and other architectural details to enhance the relationship with the street and neighbourhood.**

2. **New residential developments should be sensitive to the location of windows and outdoor amenity spaces of adjacent properties and other units. For example, techniques such as staggering the location of windows on side walls and the use of glass block and angled bay windows can still provide light and some views while protecting a neighbour's privacy.**

3. **The primary entry to the building and as many individual townhouse units as possible, should be oriented towards the front of the property.**

4. **Where appropriate, new development or additions should be consistent with the front yard setback common on the street. Multi-unit buildings, however, may not be able to meet the setbacks of older detached housing without unreasonable development constraints. In such cases, front yards may be as prescribed in the Land Use Bylaw with possible modifications to the portion of the side wall extending beyond the adjacent building to moderate the impact and possibly expand sight lines from the adjacent residences.**

5. **Front yards should be defined at the sidewalks by a hedge or a fence where similar conditions exist on nearby properties.**

6. **Existing mature vegetation should be retained, wherever possible, and planting of trees beyond Land Use Bylaw requirements is encouraged.**

7. **The continuity of the sidewalk or boulevard should be maintained by minimizing curbcuts. Vehicular access should occur from the lane, where possible.**

8. **The design of any development proposed on a corner site should reflect its dual frontage by presenting an attractive facade to both streets (through window treatment, building projections and roof forms facing both flankage and frontage roadways).**

9. **Play areas and entryways should be able to be viewed from adjacent units to enhance safety and security. Construction and landscaping should not create areas hidden from view.**

10. **Parking stalls in apartment/townhouse developments should be numbered, with specific stalls assigned to individual units.**

11. **Urban safety shall be reviewed during the Land Use/Development Permit process for multi-dwelling residential development. A Crime Prevention Through Environmental Design (CPTED) report or its equivalent should be submitted to the Approving Authority.**

3.6 Centre A Street NE

1. Context

Historic development and subdivision decisions have led to a situation where Centre Street commercial development abuts Centre A Street NE residential properties with no intervening lane (Map 3).

The west side of Centre A Street NE, although designated for apartment development, accommodates several deteriorated houses, vacant lots and parking for the businesses on Centre Street.

The east side of Centre A Street NE is designated RM-2 and primarily developed with single detached houses.

The lack of lanes and shallow commercial lot depths have resulted in some businesses on Centre Street not having sufficient parking or access without the use of the Centre A Street properties, which are currently designated for housing.

2. Policies

1. Mixed residential/commercial uses on the Centre Street/Centre A Street block are encouraged as part of a major transit supportive development node.

2. Commercial parking and access to Centre Street businesses are permitted on properties on the west side of Centre A Street NE.

3. The impact of this parking/new development should be minimized on the properties on the east side of Centre A Street NE.

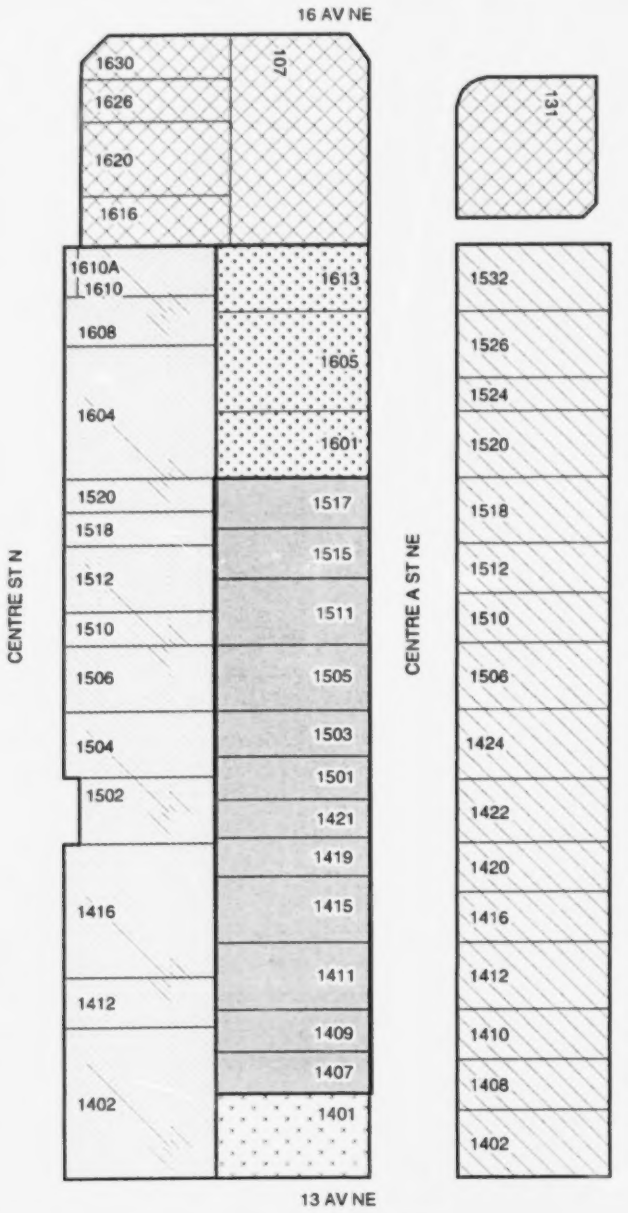
The ARP proposes redesignation of the properties along the west side of Centre A Street NE from the current RM-4 (allowing apartments) to a Direct Control (DC) designation. This DC designation would:

- allow RM-4 residential uses;
- permit parking for the existing commercial properties fronting onto Centre Street;
- permit mixed use developments which would include commercial/residential uses on Centre Street and residential uses on Centre A Street;
- allow limited commercial development on several properties south of 16 Avenue on Centre A Street (maximum height 2 storeys, no restaurants, attractive Centre A Street facade treatment, landscaping required along Centre A Street).

The allowance for commercial parking will not apply to 1401 Centre A Street as development on this highly visible location contributes to the character of this area of the community and residential development is more appropriate than parking.

The ARP proposes redesignations to allow mixed use developments with commercial components fronting onto Centre Street N and residential on Centre A Street NE. The Centre Street/16 Avenue area is envisaged as a commercial node supporting transit use. Mixed development along the Centre/Centre A block will facilitate this approach along with the redesignations proposed on Centre A Street.

The residential component in any mixed use development constructed under the DC district should front onto Centre A Street and the commercial component onto Centre Street N. Densities and heights should approximate the current C-3(23) and RM-4 designations.



Crescent Heights

Map No. 3

Title: Road Network & Traffic Counts

Legend

- General Commercial
- General Commercial - free standin or in Mixed Use Developments
- Multi Unit Residential free standing or in Mixed Use Developments
  - Limited Commercial Development
- Multi Unit Residential free standing or in Mixed Use Developments
  - Commercial Parking and Access
- Multi Unit Residential free standing or in Mixed Use Developments
- City will support owner initiated redesignations to allow residential medium density multi unit development

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60 0 60 120 FEET
15 0 15 30 METRES

The ARP will support owner initiated redesignations of RM-2 properties on the east side of Centre A Street to RM-4 to allow higher residential densities in an apartment form. Developments under RM-4 designations are particularly encouraged on sites less than 30 m (100 ft.) in width.

3. Implementation - Centre A Street NE

1. **The ARP will redesignate the subject properties as described in Table 1.**

2. **To ensure that any future parking has a minimal impact on the residential properties on the east side of Centre A Street, the following guidelines must be respected for new parking lots constructed on the west side of Centre A Street:**

   - **Parking lots will include an attractive screening fence at least 1.2 metres (4 feet) high with plantings of shrubs and trees.**

   - **A landscaped strip, containing the fence, no less than 3 metres (10 feet) in width, will be provided from the front property line.**

   - **Parking lots will have adequate lighting and will be designed to eliminate glare from vehicle and overhead lights.**

   - **Where the Development Authority believes that the use of temporary development permits will help implement the objective of this section, i.e., the creation of multi-ownership parking lots with shared access, permits valid for no longer than 5 years may be issued.**

     Once the opportunity for joint access has been realized, permanent development approvals can be considered for the lots.

     Upon sale or redevelopment of a site which is providing access for an adjacent site, the adjacent site will have to develop alternative access. Plans for the alternative access will be included in the original Development Permit application.

3.7 Housing Units above Commercial Development

1. Policy

The commercial designations along Centre Street, Edmonton Trail and 16 Avenue allow residential units to be developed above the first floor. The ARP encourages 'residential above commercial' development, particularly on Centre Street and Edmonton Trail. This provides an alternative housing form supporting the transit corridor development envisaged in the Calgary Transportation Plan and adds vitality to the commercial areas.

2. Implementation

1. **The Development Authority may relax the aggregate parking requirements for mixed use residential development, based on the potential for sharing the commercial parking, to facilitate residential development above grade level commercial on Edmonton Trail and Centre Street.**

2. **The Development Authority may relax the maximum building height in the C-1 District on Edmonton Trail to 3 storeys to allow an additional storey for residential units.**

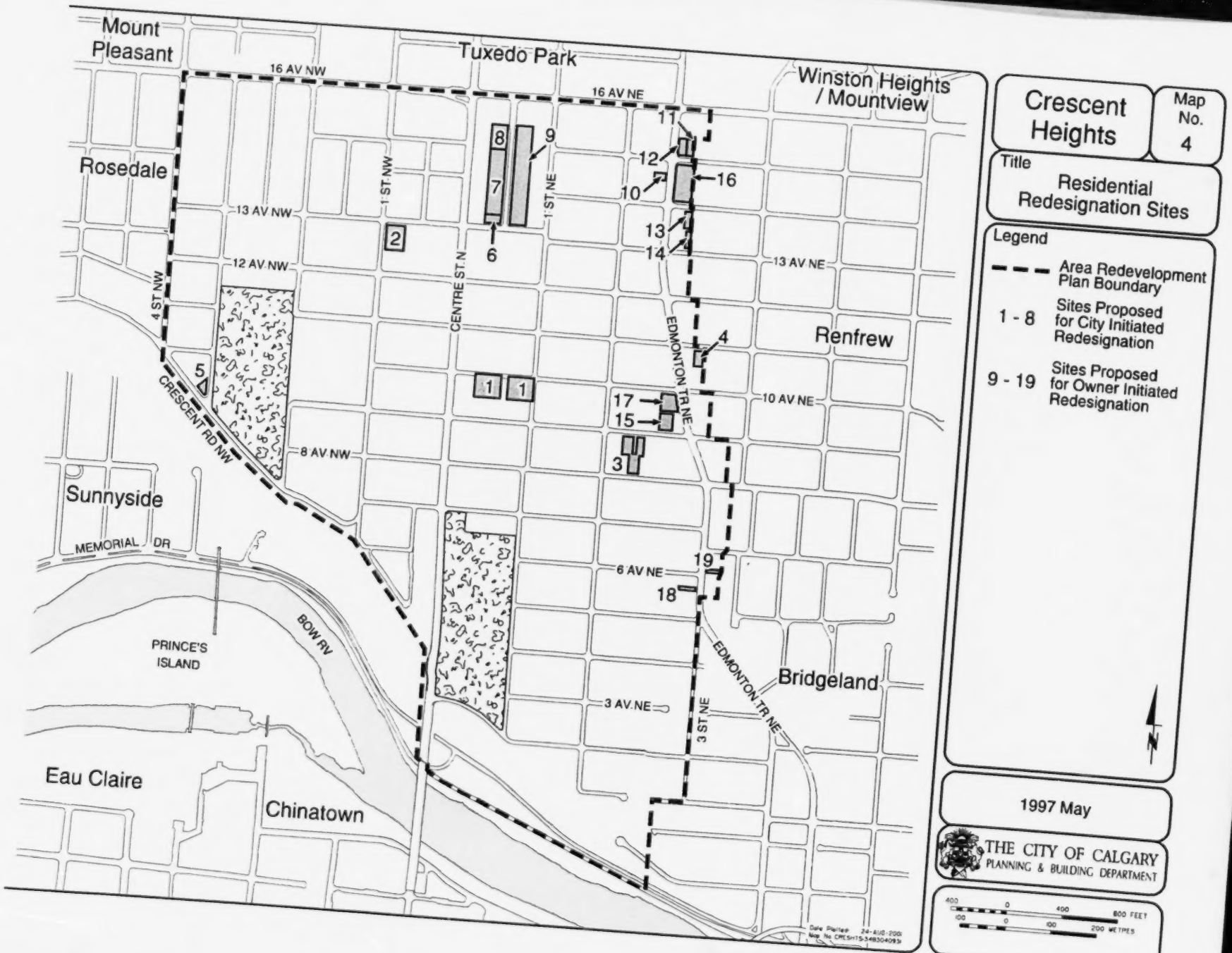
3. **The Development Authority may relax the minimum commercial component in the commercial designations along Edmonton Trail and Centre Street from 25 percent to 10 percent to facilitate additional residential development.**

Table 1 Residential Redesignations

Site Location	Existing Designation	Proposed Designation	Comment
1. 111, 115, 117, 121 129, 133 & 139 10 Avenue NE	RM-2	R-2	Retain detached housing form.
2. 1314, 1316, 1318, 1320, 1322 - 1 Street NW	RM-2	R-2	Retain detached housing form.
3. 314, 316, 318 - 8 Avenue NE 309, 311, 313, 317, 319 - 9 Avenue NE	RM-4	RM-2	Rationalize designations.
4. 409 - 11 Avenue NE	C-1	RM-4	Designation to conform to existing use.
5. 404 Crescent Road NW	PE	R-2	Allow sale of City owned parcel *(Recommendation Under Review)*. City Council March 17, 1997.
6. 1401 Centre A Street NE	RM-4	DC (mixed use)	As per site 7 below however commercial parking lot not allowed.
7. 1407, 1409, 1411, 1415, 1419, 1421, 1501, 1503, 1505, 1511, 1515, 1517 Centre A Street NE	RM-4	DC (mixed use)	Allow commercial parking and residential development and consolidation with abutting Centre Street properties to facilitate mixed use development.
8. 1601, 1605, 1613 Centre A Street NE	RM-4	DC (mixed use)	Allow residential development and limited commercial development as well as mixed use as per site 7 above.
The ARP will support, in principle, owner-initiated redesignations listed below. Sites may also redevelop under their existing designation.			
9. 1402, 1408, 1410, 1412, 1416, 1420, 1422, 1424, 1506, 1510, 1512, 1518, 1520, 1524, 1526, 1532 Centre A Street NE	RM-2	RM-4	To allow low-rise apartment development.
10. 1509, 1511 Edmonton Trail NE	RM-2	RM-4 or DC(commercial)*	To allow Edmonton Trail commercial frontage or consolidation with adjacent residential property (Table 2, Site 17).
11. 406, 408 - 15 Avenue NE	R-2	RM-2 or DC(commercial)*	To allow limited commercial use or townhousing (Table 2, Site 12).

12. 1600 Edmonton Trail NE	DC	RM-2 or DC	To allow townhousing or commercial development (Table 2, Site 11).
13. 409 - 14 Avenue NE	R-2/C-1	R-2 or C-1	To rectify split designation.
14. 410 - 13 Avenue NE	R-2	C-1 or RM-4	To provide consistent designation (Table 2, Site 19).
15. 330/332 - 9 Avenue NE	R-2	RM-2 or DC(commercial)*	To allow townhouse or limited commercial development (Table 2, Site 18).
16. 401, 405, 407 - 15 Avenue NE, 402, 404, 410 - 14 Avenue NE	R-2	RM-2	Allow townhouse development.
17. 329/333 - 10 Avenue NE	DC	DC or RM-4	To allow local commercial uses or multi-unit residential (Table 2, Site 7).
18. South Ptn. 617 Edmonton Trail NE	DC927	DC or DC927	To facilitate consolidation of the parcel under one designation (Table 2, Site 8).
19. South Ptn. 718 Edmonton Trail NE	RM-5	DC or RM-5	To facilitate consolidation of the parcel under one designation (Table 2, Site 9).

*DC (commercial) see Table 2 also.



Crescent Heights

Map No. 4

Title: Residential Redesignation Sites

Legend

- Area Redevelopment Plan Boundary
- 1 - 8 Sites Proposed for City Initiated Redesignation
- 9 - 19 Sites Proposed for Owner Initiated Redesignation

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400 0 400 800 FEET
100 0 100 200 METRES

3.8 Residential Redesignations

1. Context

The ARP process considered a large number of potential redesignations proposed by landowners and/or the community. These proposals were designed to adjust the allowable density and to address certain site specific issues.

The residential and commercial land use designations in Crescent Heights had already been substantially revised through the 1979 Crescent Heights/Regal Terrace Special Study and the 1989 Centre Street N Special Study. The redesignations approved at that time reduced the development potential substantially. The larger area of low density designation will contribute to an attractive and stable residential environment.

A review of possible redesignations did not reveal a pressing planning rationale or strong landowner support for large scale zoning changes. However, several site specific redesignations are supported, based on landowner requests and planning merits. In addition, a number of sites are supported in principle for owner-initiated redesignations (Map 4, Table 1).

2. Implementation - Residential Redesignations (Table 1)

Site 1 - 111, 115, 117, 121, 129, 133 & 139 - 10 Avenue NE

This RM-2 block borders on the R-2 low density area and landowners wish to retain the existing detached housing form. Redesignation to a lower density will avoid worsening of the existing parking congestion problems, and will strengthen the R-2 area to the east. RM-2/RM-4 properties across the street are fully developed so the redesignation should not have a negative impact on the development potential of that side of the block.

Site 2 - 1314, 1316, 1318, 1320, 1322 - 1 Street NW

Landowners on this RM-2 block wish to retain the consistent low density detached housing form through an R-2 redesignation. The homes are well maintained and in good condition. The current parking congestion in the immediate area associated with the adjacent church would be exacerbated by higher density development.

Site 3 - 314, 316, 318 - 8 Avenue NE, 309, 311, 313, 317, 319 - 9 Avenue NE

The RM-4 designation was left on this site during a past community-wide redesignation in response to landowner requests to allow for proposed redevelopment. Fifteen years has passed and no development to RM-4 levels has occurred. The medium density RM-4 designation is not appropriate in the middle of R-2 low density housing and a reduction in density to RM-2 is proposed.

Site 4 - 409 - 11 Avenue NE

This site is designated C-1 for local commercial development but accommodates a multi-unit building. A redesignation to RM-4 would make the existing building a "conforming" use.

Site 5 - 404 Crescent Road NW

The existing PE designation prevents this City-owned parcel from being sold. It is not being used as a park and should be redeveloped or incorporated into the adjacent property.

This site will not be disposed or redesignated before:

- further open space is acquired in the NE portion of the ARP boundary (See Map 1);
- referred back to the City Administration for review.

Site 6 - 1401 Centre A Street NE

See section 3.6.

Site 7 - 1407, 1409, 1411, 1415, 1419, 1421, 1501, 1503, 1505, 1511, 1515, 1517 Centre A Street NE

Centre A Street NE - see section 3.6.

Site 8 - 1601, 1605, 1613 Centre A Street NE

See Section 3.6.

Owner - Initiated Redesignation Sites

Site 9 - 1402, 1408, 1410, 1412, 1416, 1420, 1422, 1424, 1506, 1510, 1512, 1518, 1520, 1524, 1526, 1532 Centre A Street NE

The redesignation of these properties to RM-4 from RM-2 would allow a higher population close to the 16 Avenue/Centre Street N node.

Site 10 - 1509, 1511 Edmonton Trail NE

This redesignation from RM-2 to RM-4 would allow consolidation of these properties with the adjacent RM-4 to allow redevelopment. New development would help buffer the properties to the west from Edmonton Trail. These properties which front onto Edmonton Trail could also be redesignated to DC for commercial development consistent with general Edmonton Trail commercial development.

Site 11 - 406, 408 - 15 Avenue NE

A redesignation from R-2 to RM-2 would allow these properties to be developed for townhousing. This would allow additional housing, and protect adjacent housing from increasing traffic impacts along Edmonton Trail. These properties could also be redesignated to DC for limited commercial purposes (excluding restaurant uses) if consolidated with 1600 Edmonton Trail, the adjacent property.

Site 12 - 1600 Edmonton Trail

This site has a DC designation allowing certain limited office uses. The proposed redesignation to RM-2 or the general Edmonton Trail DC (commercial) designation would allow townhousing or limited commercial uses.

Site 13 - 409 - 14 Avenue NE

This proposal would support the owner in removing the split designation on the property by designating the entire property either R-2 or C-1. The property lies between two properties with these designations.

Site 14 - 410 - 13 Avenue NE

This R-2 site is "sandwiched" between an RM-4 property and a C-1 property. The redesignation would allow the same designation on the property as on either of the adjacent properties.

Site 15 - 330/332 - 9 Avenue NE

This proposal would support the owner in applying for redesignation from R-2 to RM-2 allowing townhousing east of the lane. A commercial designation with uses limited to local commercial development (no auto uses or restaurants) and access only from the east-west lanes would also be appropriate on the site (see Table 2).

Site 16 - 401, 405, 407 - 15 Avenue NE
402, 404, 410 - 14 Avenue NE

The low density R-2 designation was deemed inappropriate in this location and the ARP supports redesignation to RM-2 (townhousing). The redesignation would have to be initiated by the owner and could extend 3 lots (45 metres) east of Edmonton Trail.

Site 17 - 329, 333 - 10 Avenue NE

This site is currently designated DC allowing office construction and developed as single detached houses. This recommendation would support owner-initiated redesignation to allow either limited commercial development (no restaurants or auto related uses, access must be from rear off east-west lane) or townhousing. These redesignation opportunities recognize the value of higher density residential development close to transit corridors and the need for a wider range of commercial uses than the existing DC guidelines permit.

Site 18 and 19 - 617 Edmonton Trail NE
and 718 Edmonton Trail NE

Both these sites have split designations which severely limits their development potential. This recommendation supports the owner in redesignating one portion of the site to the same designation as the balance.

Commercial Development

4.0 COMMERCIAL DEVELOPMENT

Crescent Heights contains a large number of commercial establishments along the three major roads: Edmonton Trail, Centre Street and 16 Avenue (Map 5). This development serves motorists travelling through the area and residents of Crescent Heights, Renfrew and other nearby communities. These commercial corridors are addressed individually in sections of this chapter.

In established market areas such as the Inner City the potential to substantially increase business on a commercial strip is limited by current parking and access characteristics and by the type and density of existing commercial and residential developments. The two most often quoted ways of improving business by increasing the nearby residential population and by providing additional parking - often have negative impacts on the existing community. These options to strengthen the vitality of the businesses on Edmonton Trail and Centre Street N have been reviewed through the ARP. Although some increases in housing densities and commercial parking have been proposed, the need to retain the stability of the residential areas has limited the amount of intrusion that can be supported.

4.1 Objectives

1. Encourage successful commercial development which will serve commuters and the local community.

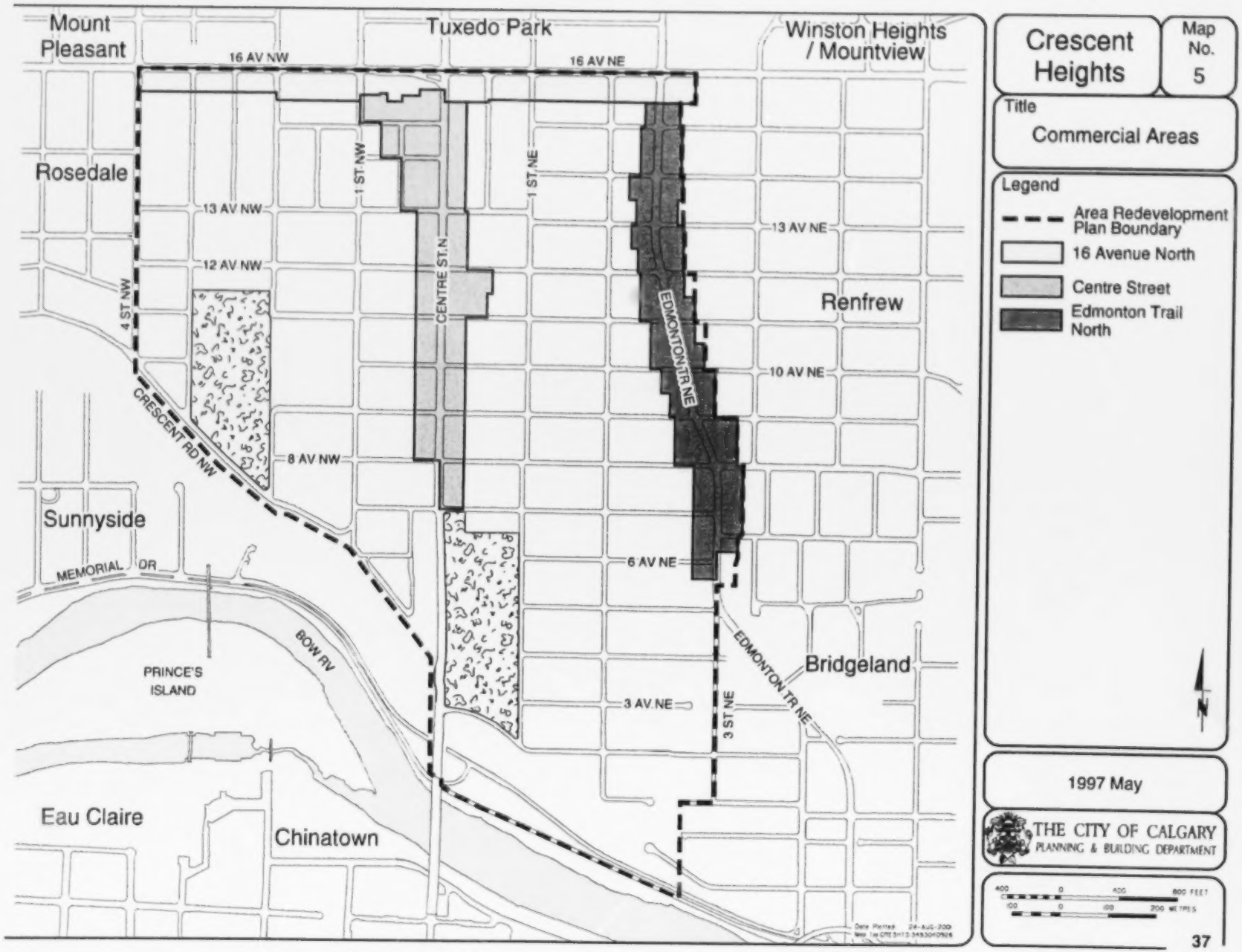
2. Ensure a high standard of commercial development and minimize its impact on nearby housing.

3. Encourage improvement in the pedestrian environment along Centre Street and Edmonton Trail.

4. Provide planning direction for 16 Avenue development before and after road widening.

5. Establish a policy context for the development of a regional mixed use node to support transit use in the 16 Avenue and Centre Street area.

6. Support the transit corridor concept for the major roads by encouraging transit supportive designs, employment and residential uses (see Residential Section 3.7, Transportation Section 5.4.3).


Mount Pleasant
Tuxedo Park
Winston Heights / Mountview
16 AV NW
16 AV NE
Rosedale
1 ST NW
1 ST NE
13 AV NW
13 AV NE
12 AV NW
4 ST NW
CENTRE ST N
EDMONTON TR NE
Renfrew
10 AV NE
CRESCENT RD NW
8 AV NW
Sunnyside
6 AV NE
MEMORIAL DR
BOW RIV
PRINCE'S ISLAND
Bridgeland
3 AV NE
3 ST NE
EDMONTON TR NE
Eau Claire
Chinatown
Crescent Heights
Map No. 5
Title
Commercial Areas
Legend
Area Redevelopment Plan Boundary
16 Avenue North
Centre Street
Edmonton Trail North
N
1997 May
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400 0 400 800 FEET
100 0 100 200 METRES

4.2 Inner City Transportation Study (ICTS)

The City is undertaking the "Inner City Transportation Study" which will examine the operation of the major road system in the inner communities. There is a direct relationship between road design and operational policies (e.g., parking, lane reversals, turn prohibitions) and the successful operation of a business strip. The ICTS will have to balance the needs of the existing businesses and the community's goals for more community oriented and improved commercial development with the need to meet broader city-wide mobility requirements.

It is the hope of City Council, as enunciated in the Calgary Transportation Plan (CTP), that there will be only a modest increase in the peak hour traffic flows into the Downtown through Crescent Heights. The daily commute trip/work trip, according to the CTP, will increasingly be handled by Calgary Transit. Achievement of the goals of the CTP also has implications for growth of the commercial strips adjacent to major roadways. The extent to which commuter traffic supports these businesses will not be significantly improved in the long term if the volumes fail to increase. Any growth will be much more dependant on the increase in the local market through higher population densities and local marketing initiatives.

Several of the issues raised through the ARP process, particularly with regard to on-street parking and setbacks along Centre Street and Edmonton Trail, will have to be addressed in the ICTS rather than in this ARP.

The ICTS process will provide an opportunity for affected businesses and community organizations to participate in the planning process.

4.3 Edmonton Trail

4.3.1 Context

Edmonton Trail development is generally low scale with most construction having occurred prior to 1975. There are several newer developments but generally redevelopment has been slow with little new construction in the past 20 years. The majority of businesses are small and family run. There is a mix of retail, grocery, personal services, professional offices, restaurants and automotive services. Traffic volume projections suggest increases in traffic could occur on Edmonton Trail in the future should Centre Street N develop with a transit-only

lane. The actual future traffic volumes will depend in large measure on the degree to which Calgarians move to transit and car pools for the trip to work.

The issues identified through the ARP process are parking, traffic speed and volumes, signage, land use designation (allowable heights and uses), business development/street enhancement and design standards.

4.3.2 Vision Statement

A group of Edmonton Trail merchants have created a vision for the future.

What the future looks like...

> "While maintaining a predominantly family run business environment the Edmonton Trail business area has undergone a quiet improvement. The number of businesses along the corridor has increased thus also increasing the amount of the local and nearby resident pedestrian traffic. Improvements have been made to the stores, particularly to the store fronts, many of which now have specific design details that suggest the business function within. New building has occurred with a focus on creating an attractive streetscape and pedestrian-level impression. Buildings are now built closer to the street with an historical character in keeping with the area. Overall the corridor has taken on a "Small Town" feel with store fronts sized to suit the family businesses that are predominant in the area.
>
> A group of businesses and residents have formed an association to encourage improvement to the overall business district. The association also ensures that new development meets design guidelines as per the ARP and enhances the "Small Town" atmosphere desired."

4.3.3 Objectives

1. Support the development of a healthy commercial corridor serving the local community and passing commuters.

2. Ensure a high standard of commercial development and minimize impact on adjacent housing.

3. Encourage improvement in the pedestrian environment along Edmonton Trail.

4. Address Edmonton Trail traffic/setback and signage issues which affect the health of the business strip.

5. Recognize the importance of Edmonton Trail as a major traffic corridor.

4.3.4 Setbacks

Edmonton Trail currently acts as a major traffic corridor feeding the downtown. There is a 5.18 metre (17 feet) road widening setback along both sides of the road which must be recognized in any street enhancement projects and private redevelopment.

The road widening setbacks are seen by the Edmonton Trail commercial owner/ merchants as a significant obstacle to redevelopment and upgrading of the commercial district. The type of redevelopment needed to create a more 'pedestrian-friendly' and transit supportive commercial strip encourages new construction as close to the front property line as possible. However, the existing setback pushes the development back from the front sidewalk. Smaller setbacks for improved pedestrian areas could be established and acquired.

Implementation

The Inner City Transportation Study will determine the role, function, and operational requirements of Edmonton Trail. The impacts of any changes in the current status on existing and potential commercial development along Edmonton Trail will be considered. The need for and size of the existing road widening setbacks will be reviewed.

4.3.5 Land Uses and Land Use Designations

The commercial area is a mix of C-1 and C-3 designations. Local commercial districts (C-1, C-1A), which provide for the day-to-day retail and commercial needs of the local communities, are most appropriate along the corridor. Edmonton Trail is generally the best suited of the Crescent Heights commercial corridors to fulfill this local commercial function. It does not have a lane reversal system and existing development is less intense and more oriented to local community needs.

The C-3 designation in theory allows buildings up to 46 metres (150 feet) in height, far out of scale with the adjacent housing. Buildings of this magnitude would require substantial underground parking and create major shadow, privacy and traffic impacts on the surrounding community. In addition, there is already a large supply of C-3 land on Centre Street and 16 Avenue in Crescent Heights.

The properties which are currently designated C-3, therefore, will be redesignated to a special DC district. This district will reduce the allowable maximum density and limit building height to 12 metres (39 feet). It would allow all the retail uses currently allowed in the C-3 district except: amusement arcades, autobody and paint shops, automotive sales and rentals, automotive specialities, funeral homes, hotels and motels, radio and television studios. It is proposed to prohibit these uses due primarily to the large amounts of parking required and the inability of such uses to support a more pedestrian environment.

The property located at 302 - 15 Avenue NE be added to Table 2 - Commercial Redesignation from RM-4 to DC (C-1) with guidelines restricting commercial development to the existing house.*

* *Site was originally recommended for owner-initiated redesignation, Council subsequently instructed the Administration to redesignate March 10, 1997 (Motion Arising 15Z97)*

Table 2 - Commercial Redesignations

	Site Location	Existing Designation	Proposed Redesignation	Comment
1.	Pt. of 1110 & 1114 Edmonton Trail NE	C-3	DC[1]	To limit maximum height and prohibit certain uses.
2.	923 Edmonton Trail NE	C-1	DC[2]	To permit site improvement to reduce impact of existing auto use.
3.	North Pt. 617, 619, 701, 707, 709, 719, 805 & 831, North Pt. of 718, 720, 726, 802, 806, 810, 812, 814, 816, 820, 824, 826, 830, 832 Edmonton Trail NE and 349 - 7 Avenue NE	C-3	DC[1]	To limit maximum height and prohibit certain uses.
4.	217, 233, 301, 305, 315, 319, 321, 335, 409, 417 - 16 Avenue NW, 1621, 1623, 1624 - 3 Street NW, 1620 - 2A Street NW, pt. of 1619 - 2 Street NW, 137, 139 - 16 Avenue NE, 201, 209, 215, 217, 217A, 219, 235, 303, 307, 311, 401 - 16 Avenue NE 1617 - 1 Street NE	C-3/C-3(23)	C-3(16)	To limit maximum height.
5.	Centre A Street NE	C-3(23)/RM-4	DC	Refer to Table 1 - Residential Redesignation, Sites 6, 7 and 8 and Section 3.6.
6.	302 - 15 Avenue NE	RM-4	DC	RM-4 residential uses and limited commercial uses. Access from lane.
	The ARP will support, in principle, owner-initiated redesignations listed below. Sites may also redevelop under their existing designation.			
7.	329 & 333 - 10 Avenue NE	DC	DC[1] or RM-4	To allow local commercial uses or multi-unit residential (Table 1, Site 17).
8.	South Ptn. 617 Edmonton Trail	DC 927	DC[1] or DC927	To facilitate consolidation of the parcel under one designation (Table 1, Site 18).

9.	South Ptn. 718 Edmonton Trail	RM-5	DC[1] or RM-5	To facilitate consolidation of the parcel under one designation (Table 1, Site 19).
10.	1012 Edmonton Trail	RM-4	DC[1]	To allow commercial redevelopment.
11.	1600 Edmonton Trail	DC	DC[1] or RM-2	To allow commercial or townhouse development (Table 1, Site 12).
12.	406, 408 - 15 Avenue NE	R-2	DC[3] or RM-2	To allow limited commercial or townhouse redevelopment (Table 1, Site 11).
13.	320 - 15 Avenue NE	RM-4	DC[1]	To allow commercial redevelopment.
14.	411 - 12 Avenue NE	R-2	DC[1]	To allow commercial redevelopment.
15.	317 - 15 Avenue NE	RM-4	DC[1]	To allow commercial redevelopment.
16.	316, 320 - 14 Avenue NE	RM-2	DC[1]	To allow commercial redevelopment.
17.	1509, 1511 Edmonton Trail	RM-2	DC[1] or RM-4	To allow commercial development or consolidation with adjacent residential (Table 1, Site 10).
18.	330, 332 - 9 Avenue NE	R-2	RM-2/DC[4]	To allow townhouse or commercial development (Table 1, Site 15).
19.	410 - 13 Avenue NE	R-2	C-1 or RM-4	To provide for a consistent designation (Table 1, Site 14).

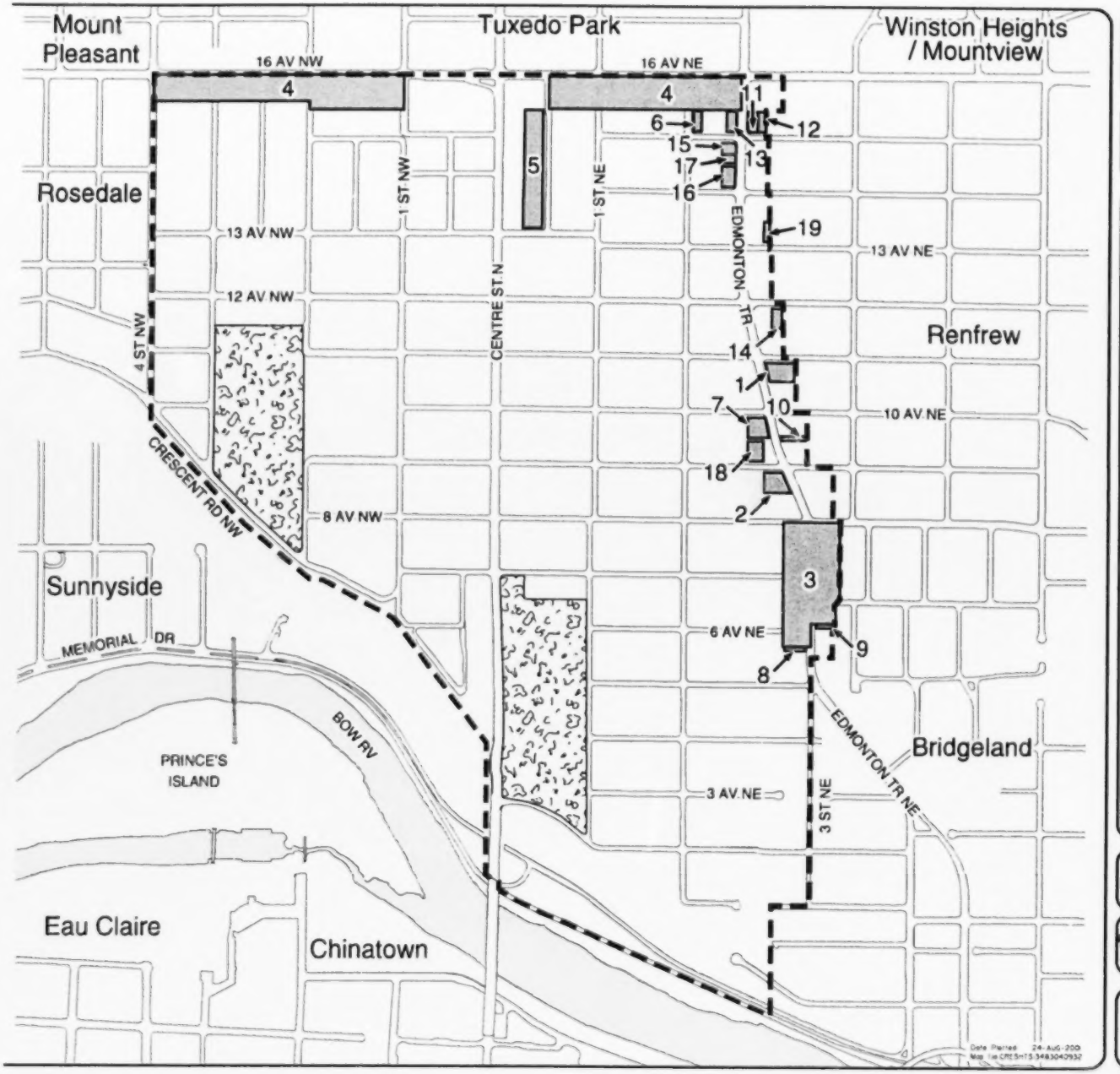
DC Guidelines

DC[1] Local commercial; no density limit; maximum height 2 storeys, 3 storeys if top floor is residential; general commercial uses allowed and drinking establishments (less than 60 seats or equivalent/occupants) except auto body/paint, auto sales, auto speciality, hotels & motels, funeral homes, radio & TV studios, amusement arcades are prohibited; no minimum front yard.

DC[2] Local commercial as in DC[1] above except that automotive specialities are a discretionary use.

DC[3] Local commercial as in DC[1] above except that restaurants/drinking establishments are not a permitted or discretionary use.

DC[4] Local commercial as in DC[4] above (restaurants/drinking establishments not allowed) plus a requirement that parking be provided behind the building with access from the east-west lane.



Crescent Heights

Map No. 6

Title
Commercial Redesignation Sites

Legend

- Area Redevelopment Plan Boundary
- 1 - 6 Sites Proposed for City Initiated Redesignation
- 7 - 19 Sites Proposed for Owner Initiated Redesignation

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400 0 400 800 FEET
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4.3.6 Expansion of Commercial Uses

The existing Edmonton Trail frontage is a mix of housing and commercial developments operating out of commercial buildings and houses along to Edmonton Trail.

The current commercial designations allow the conversion of existing housing to commercial uses on certain blocks abutting Edmonton Trail. In several locations the ARP will support owner-initiated redesignations to allow residential properties to redevelop to commercial uses. The ARP supports the redesignation of these properties, in principle, if the landowner makes an application in conformity with the guidelines in this ARP.

The properties supported for owner-initiated redesignations to commercial were evaluated to limit the impact on adjacent or facing properties. New commercial development will be required to incorporate protection for the adjacent residential uses with landscaping and screening.

To further encourage housing, the Development Authority is encouraged to relax the maximum building height in the existing C-1 area from 2 to 3 storeys where the third floor is residential.

Implementation

1. **The ARP supports owner-initiated redesignations of the sites indicated in Table 2 as shown on Map 6.**

2. **Commercial redevelopment along Edmonton Trail must be oriented to Edmonton Trail rather than the avenues. Therefore, commercially designated parcels separated from Edmonton Trail must be consolidated with parcels having Edmonton Trail frontage prior to development.**

3. **Access to new commercial development must be from Edmonton Trail or within 10 metres of Edmonton Trail on the avenue.**

4.3.7 Parking

Context

Concern was expressed over the lack of on-street parking in front of businesses along Edmonton Trail. A City review suggests that adding such parking would cause serious congestion during peak hours.

There may be situations in which new locally oriented development requires a parking relaxation over and above that which could be negotiated based on shared parking, off-site parking, etc. Certain blocks along Edmonton Trail are better able than others (generally 6 Avenue to 9 Avenue NE) to accommodate overspill parking. To encourage such uses (small restaurants/retail/personal service uses), the ARP supports the granting of parking relaxations but only if the details of the proposed development and the parking availability in the adjacent area justify the relaxation without the risk of substantial overspill parking.

Implementation

1. **The Inner City Transportation Study (ICTS) will review the operational characteristics of Edmonton Trail including the potential for off-peak parking, lane reversal and intersection operation.**

2. **The ARP supports the use of parking relaxations, where appropriate, in existing buildings to encourage retail, personal service and small restaurant uses supportive of the shopping corridor concept for the area. Sufficient employee parking and loading facilities must be provided. The impact of any relaxations should be reviewed after three years.**

3. **Bicycle parking should be included at the front of new commercial developments.**

4.3.8 Signage

Context

Surveys of business people and area residents indicated a significant concern with signage along Edmonton Trail. Temporary signs, in particular, were deemed to be unattractive, too numerous and detracting from the overall street character. New regulations for temporary signs will await city-wide changes to sign regulations.

Under the existing C-1 designation and the proposed DC designations the maximum height of identification signs are 6 metres (20 feet) with a maximum area of 7 square metres (75 square feet).

Implementation

Third Party Advertising

1. No new freestanding third party signs (billboards) exceeding 2.7 metres in height and 2.5 square metres in area will be allowed. Pedestrian scale pillar-type ads (maximum height 2.7 metres), and small wall mounted signs are allowed.

2. Current exemptions for signage on Calgary Transit facilities are continued.

Identification Signs

1. Murals (applied directly to walls) are encouraged only for business identification and if they contribute to the creation of an interesting streetscape.

2. Signage on awnings and canopies is encouraged and may be backlit.

3. Banner signs are not permitted except for street pageantry/cultural/festival banners.

4. In general the size of signs should be appropriate to the size of the site.

5. Applicants are encouraged to include an area on new signs for temporary messages.

6. Maximum sign size will be 7 square metres (75 square feet).

7. Projecting signs are encouraged subject to:

   a. A maximum of one per business.

   b. A maximum size of 1 square metre.

   c. No guy wires will be allowed on the visible structural supports.

   d. Applicants are encouraged to create attractive signs with an artistic character.

8. No signs should project above the roofline of the building.

4.3.9 Business Development

The City encourages merchants and commercial landowners to cooperate to improve the physical appearance of Edmonton Trail with both its local and city-wide profile.

Implementation

1. **The City will assist, as resources allow, in facilitating the creation and effective operation of a business association for the Edmonton Trail commercial corridor in Renfrew and Crescent Heights.**

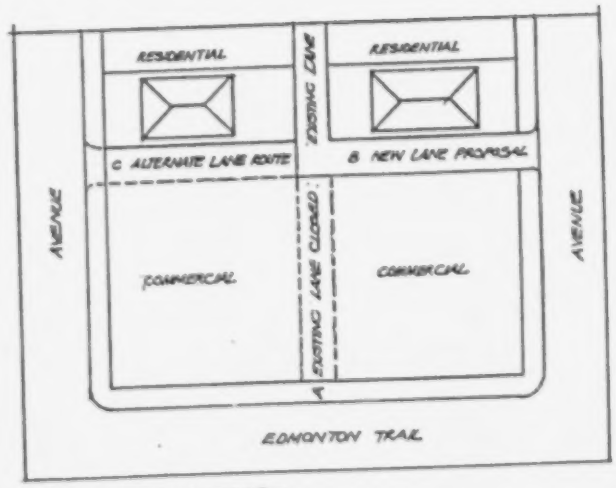
4.3.10 Design Guidelines

To emphasize and encourage the pedestrian orientation of Edmonton Trail the following redevelopment guidelines are proposed:

1. **Where rear lanes exist new buildings will locate at the front of properties with parking at the rear whenever possible.**

2. **Buildings that incorporate retail at grade and residential or offices on the upper floors are encouraged.**

FIGURE 1
ALTERNATE LANE CONFIGURATION



If A is closed a new lane located at B or C can be provided.

3. Access

   a. New development will be oriented to Edmonton Trail. Preferred access will be from public lanes accessing Edmonton Trail or from the avenue within 10 metres of Edmonton Trail if there is no lane access.

   b. Where lot depth allows, consideration should be given to providing access to new development from a driveway from the adjacent avenues separate from the existing lane. Fencing would be erected between the entryway and the adjacent lane.

   c. Creation of new curb cuts and driveways directly accessing Edmonton Trail is discouraged.

4. Efforts should be made to separate commercial traffic from residential traffic where possible.

5. Lanes running perpendicular to Edmonton Trail should be paved by the applicant to the depth of the commercial lot and the building walls that abut the lane should be articulated/finished to enhance the lane.

6. Existing lanes opening onto Edmonton Trail can be considered for closure to allow consolidation of properties for new development. Local traffic could be redirected onto a new rear lane segment from the adjacent avenue.

7. Opportunities to provide small landscaped areas along the commercial corridor should be pursued by the Development Authority as part of individual developments.

8. Uniquely defined store fronts are encouraged in new buildings (approximately 8.0 metre (26 feet) bays). Entries should be recessed into the facade to act as a sheltered area in winter and a safe place for door opening without intruding on the public walkway.

9. Canopies and arcades are encouraged for weather protection.

10. The tops of new buildings are encouraged to have a strongly detailed eave. Bay and bow windows are encouraged on the second floors. (Encroachment agreements would be necessary if the window extends over City property).

11. Front yard requirements in the C-1 district may be completely relaxed at the discretion of the Development Authority to allow construction on the property line.

12. Developments which require large parking or vehicle movement areas, adjacent to the street, are discouraged unless applicants show that the proposed development will contribute substantially to the quality of the pedestrian environment. This could be accomplished by, for example, high quality treatment of the sidewalk area, substantial landscaping and particularly high design quality.

13. The Development Authority may relax the maximum height of development in the C-1 areas to allow a third storey if the additional floor would be for residential use.

14. Urban safety shall be reviewed during the Land Use/Development Permit process for commercial development. A CPTED report or its equivalent should be submitted to the Approving Authority.

4.4 Centre Street N

4.4.1 Context

Centre Street is more intensely developed than Edmonton Trail, containing a number of office buildings as well as a range of auto-oriented businesses and retail businesses. The offices were built in the 1970's changing the atmosphere of the street to a more intensive form of development. A number of car dealerships and auto speciality outlets have located on the street which make it difficult to create an attractive "pedestrian friendly" shopping environment along the entire street.

In 1989 City Council adopted the Centre Street North Special Study (Supporting Information Section 1.7) which addressed many land use issues along the street and initiated a substantial redesignation reducing heights and densities along portions of the street.

Centre Street will continue to perform its dual roles as a major downtown traffic route and a commercial corridor. The Calgary Transportation Plan sees Centre Street as a major transit corridor, possibly with lanes dedicated to transit or car pools. Improvements to storefronts and a street beautification program would help the street become a more attractive place to shop and work. Traffic volumes are not expected to increase significantly in the future and will decline if lanes are dedicated to transit operation. Because of its proximity to the Downtown, Centre Street will continue to accommodate commercial uses such as restaurants and consulting offices. Higher density mixed uses are especially encouraged in the 16 Avenue "node" area (Section 4.6).

Centre Street has a 3.8 metres (12.5 feet) road widening setback along both sides. There are currently no plans for a general widening, although adding an additional lane at the signalized intersections is a possibility. The possibility does remain, however, of a more substantial widening along one or both sides of the street. Any public improvement plans should be aware of this possibility. The setback area would also be used for a separate sidewalk and landscaping.

4.4.2 Objectives

1. Support the development of a vital commercial corridor which supports transit use.

2. Encourage improvement in the pedestrian environment.

3. Address parking and design issues to improve the operation and appearance of new development.

4.4.3 Business Development and Street Enhancements

The City encourages merchants and commercial landowners to work together in consultation with the community to promote the Centre Street commercial corridor through joint marketing, pedestrian improvements and other initiatives.

Implementation

1. **The City will assist, as resources allow, in facilitating the creation of a business association for the merchants and landowners along Centre Street in Crescent Heights.**

4.4.4 Parking

Context

There is a perceived shortage of parking for staff and customers on certain blocks. Parking spills over from the shopping area and from downtown office workers leaving their cars on residential streets and walking to work. To deal with this parking situation many streets in Crescent Heights have parking restrictions prohibiting non-resident parking. In some cases this has the effect of limiting short-term commercial parking.

Although the objectives for the corridor call for an attractive, local shopping area there is still a pressing need for parking. The narrow width of the commercial strip, usually just a single lot, limits the parking opportunities and the overall potential for good quality development.

Policies

Parking relaxations are supported to encourage preferred uses north of 13 Avenue. The redesignation of properties on Centre A Street NE to permit parking, and the City parking lot north of 15 Avenue NW can help accommodate overspill parking. This area will also eventually develop as a transit oriented node with substantial transit service.

The impacts of overspill parking are more serious south of 13 Avenue and relaxations are not supported except on a site specific basis as identified in the review of applications.

The extent of allowable relaxations will be determined by the Development Authority in consultation with the Transportation Department. The Transportation Department is working with the Centre Street merchants to identify any unrealized parking opportunities, determine the reasonable extent of parking relaxations and to review the current metering and parking restrictions. The results of this study may establish a detailed policy regarding shared parking and relaxations. There may be opportunities to increase the parking supply somewhat and cooperation among the businesses in providing alternate staff parking may also be helpful.

Implementation

1. **The use of parking relaxations to encourage development supportive of a locally oriented commercial strip is supported north of 13 Avenue N. Relaxations are discouraged south of 13 Avenue. Until area merchants and City staff have evaluated the surplus parking capacity the Development Authority will evaluate applications on a site-specific basis to determine the appropriateness and size of any relaxation.**

2. **Bicycle parking should be included at the front of new commercial developments.**

3. **Changing of parking restrictions on residential streets to prohibit long term parking (more than 2 hours) while allowing short term parking should be considered.**

4. **No changes should be made to the parking restrictions in the residential area adjacent to Centre Street N commercial until the parking study has been completed.**

5. **The City will work with the Centre Street N businesses and the community to actively work toward a long term parking strategy for Centre Street N.**

4.4.5 Signage

Context

Concern over the unattractive appearance and profusion of signage on Centre Street was voiced by area residents and merchants.

Implementation

Third Party Advertising Signs

1. No new third party advertising signs (billboards) will be allowed. Pedestrian scale (maximum height 2.7 metres - 9 feet) pillar ads are allowed.

2. Current exemptions for signage on Calgary Transit facilities are continued.

Identification Signs

1. Murals (applied directly to walls) are encouraged as identification signs if they contribute to the creation of an interesting streetscape.

2. Freestanding signs should not exceed 6 metres (20 feet) in height.

3. Signs on buildings should not project above the roof line.

4. Maximum sign area will be 7 square metres (75 square feet).

5. Applicants are encouraged to include an area on new signs for temporary messages.

Temporary Signs

1. Temporary signs no larger than 1.2 x 1.2 metres (4 x 4 feet) only will be permitted on Centre Street. These signs must be accommodated on private property.

4.4.6 Design Guidelines for Transit Support and Street Enhancement

The ARP supports the desire of the business people and community to create an attractive shopping precinct particularly serving the local neighbourhoods. Construction of new residential units above commercial is facilitated by relaxing the 25 percent minimum commercial requirement in mixed commercial/residential buildings (see Section 3.7).

Centre Street N is identified in the Calgary Transportation Plan as a transit corridor. This designation reflects the projected high volumes of transit ridership expected and also the type of design and development expected.

Implementation

1. The ARP strongly encourages retail, personal service and small restaurant

uses. Developments which require large parking areas or vehicle handling areas close to the street are discouraged.

2. **All new developments will be expected to contribute to the overall pedestrian environment, preferably through the type of use proposed, facade, design, landscaping and pedestrian features provided. New development should provide full or partial development frontage as close to the front setback or property line as possible.**

3. **Residential and mixed residential commercial uses are encouraged.**

4. **Creation by landowners of a high quality pedestrian environment as described in the Transit Friendly Design Guide will be supported by the City.**

5. **New development should incorporate transit shelters/protected waiting areas where appropriate.**

6. **Urban safety shall be reviewed during the Land Use/Development Permit process for commercial development. A CPTED report or its equivalent should be submitted to the Approving Authority.**

4.4.7 Centre Street - Transit Corridor

The future of Centre Street N as a transit corridor, will be to serve the residential and business communities along Centre Street and provide a link between the communities in north Calgary and the downtown core.

As the population in north Calgary grows and the transit network expands and service improvements are made, bus volumes will increase along Centre Street N. Improving Centre Street as a transit corridor will ensure that transit is a viable travel alternative for north Calgary and the Centre Street communities.

Developing the Centre Street North transit corridor requires the successful integration of the following approaches:

1. Reducing Transit Travel Time* - At selected intersections along the corridor traffic signals would be adjusted to either allow buses to queue jump or provide other transit priority measures. Both techniques would provide transit an advantage over the other traffic. If required, lay-bys and/or short lengths of bus lanes may be included to allow transit to bypass congestion.

2. Organize Density, Land Use and Buildings to Benefit from Transit* - A better integration of land uses that are transit supportive and place higher density mixed uses along Centre Street should be encouraged.

3. Create a Pedestrian Friendly Environment* - Developments would be encouraged to provide a pleasant and secure pedestrian environment. Buildings should be located close to and oriented towards the sidewalk. The pedestrian system should have appropriate sidewalk widths, good lighting and be barrier free and directly linked to transit stops. Each bus zone would be reviewed to ensure the optimum pedestrian access and waiting environment has been created.

In summary, the successful development of the Centre Street transit corridor requires traffic operations techniques to move buses faster, a secure and comfortable pedestrian environment at street level and an appropriate built environment along Centre Street.

*From Transit Friendly Design Guide

4.5 16 Avenue

4.5.1 Context

The Trans Canada Highway, 16 Avenue, is a major component in the city's "skeletal" road network and there are plans for substantial widening of the road on the south side. In the long term, the "Trans-Canada" function may be assumed by ring roads to the south or north of the city thus reducing the heavy truck traffic on 16 Avenue. Overall traffic volumes, however, are expected to continue to grow along 16 Avenue from the 1994 average weekday volume of 37,000 to 51,000-66,000 in 2024. This will have a major effect on the commercial and residential environment along 16 Avenue N.

There is currently a wide variety of businesses along 16 Avenue N as described in the Supporting Information Section. The ARP addresses issues relating to the proposed widening, land use designations, and signage.

4.5.2 Objectives

1. Provide guidelines for current and possible future development in light of the approved 16 Avenue N widening.

2. Review the current land use designation and ensure compatibility with the adjacent housing.

3. Ensure current signage policies meet the objectives of the business community while limiting the impact on the residential community and recognizing the "entranceway" function of the Trans Canada Highway.

4.5.3 Policies

1. Proposed Road Widening

The 16 Avenue North Functional Study, 1977 calls for the widening of 16 Avenue by approximately 15.2 metres (50 feet) to the south (see Map 8). This widening will have a major impact on the existing commercial strip, including the demolition of several large buildings and construction of a median which would only allow left turns at specific locations.

The currently approved widening plans are summarized in Map 8. Although these plans show the streets running south into the community open for "right turn in, right turn out" traffic, partial closures have been put in place since the Functional Study was approved and it is likely these closures will be retained or made into full closures.

As yet there is no decision as to when the widening will occur. The uncertainty in timing makes it difficult for businesses to make short term development decisions. In addition, the loss of commercial land to road widening and the reconstruction of left turns will limit development opportunities.

The widening will reduce the depth of the existing commercial property to between 23 metres (75 feet) and 38 metres (125 feet) depending on the location of the zoning line separating the residential and commercial land uses.

The proposed road design, associated land use and local traffic flow implications (including possible road closures) will be addressed with affected parties (including businesses and communities) prior to construction.

The major issue for this ARP relating to the proposed widening is the form and even the existence of the 16 Avenue south side commercial corridor after the widening.

Alternative concepts for commercial strip

Three alternative land use concepts were identified for the existing commercial strip after the widening:

1. Portions of the commercial strip could redevelop as a locally oriented strip serving area residents as well as regional commuters. This option would require additional commercial site depth. Redesignation of residential properties from 2 Street NW to 4 Street NW would be necessary to provide sufficient depth for commercial purposes. Additional commercial site depth could also be provided by redesignating residential properties between Centre A Street NE and 2 Street NE.

2. Allowing continued commercial development on the south side of the remnant narrowed strip. This strip would have very limited development options. Traditionally these types of developments serve regional traffic (e.g., fast food, auto services).

3. Removing the south side commercial uses altogether in specific locations and constructing a noise barrier. This barrier would be landscaped on both sides protecting the residential properties to the south.

A mix of these options is most likely to occur as there are substantial differences between the different blocks as outlined below.

Implementation

1. **Based on the 16 Avenue widening proposal contained in the 16 Avenue N. Functional Study the ARP does not support redesignation of residential properties to allow expanded commercial uses.**

Design Guidelines

The ARP has established the following principles which should guide the future road widening planning and development approvals:

1. **High priority is given to the protection of the residential environment south of a widened 16 Avenue. This will require attenuation of noise and other direct effects of traffic, as well as measures to avoid traffic infiltration through the community.**

2. **All new building development undertaken prior to the road widening must indicate how traffic and parking will be addressed subsequent to widening.**

3. **New development should ensure a well designed interface between the back of the commercial use and the adjacent housing.**

4. **New buildings will provide more effective noise attenuation for the housing to the south if they span the complete width of the property.**

5. **The importance of 16 Avenue to visitors as well as Calgary residents should be reflected in high quality facades along 16 Avenue.**

6. **Where appropriate new development should support transit use and pedestrian movement in the area.**

7. **Urban safety shall be reviewed during the Land Use/Development Permit process for commercial development. A CPTED report or its equivalent should be submitted to the Approving Authority.**

Individual Block Analysis and Guidelines

2 Street NW to 4 Street NW

These blocks will be heavily impacted due to the demolition of the buildings and the loss of almost half of the width of the commercially designated property. The current commercial property depth of 39 metres (125 feet) will be reduced to approximately 23 metres (75 feet) and any commercial redevelopment will have to provide a buffer between the commercial building and adjacent housing. This remnant strip will be too narrow to easily accommodate redevelopment except for small freestanding buildings with large areas of at-grade parking. Such uses are most commonly fast food outlets or auto service facilities.

If there were a desire to build a more 'intensive' and attractive commercial development it would be necessary to increase the width of the commercially zoned land to the south into the residential area by two to three lots 15 - 22 metres (50 - 75 feet). This would facilitate redevelopment with surface parking either behind or in front of the building and a circulation route, possibly a rear lane, joining them. The ARP does not support this option.

1 Street to 2 Street NW

The City has already acquired the necessary setbacks on this block and the new office building and strip mall have been built behind the required setback line. The office building will lose a substantial portion of its landscaping and the strip mall will lose its extra parking upon widening; however, there is no other change expected in the existing development. Access to west bound traffic will be lost due to the median construction.

Centre Street and 16 Avenue Intersection (South East and South West Corner Blocks)

See Section 4.6.

Centre A to 1 Street NE

This block has sufficient depth to permit existing development to remain after road widening or it could be redeveloped with commercial uses. It is adjacent to housing which must be protected and commercial development could provide an effective noise barrier. New development should have parking in the front or in the rear but not at the side as this would increase the noise levels for adjacent residential properties.

1 Street to 2 Street NE

Redevelopment will be possible in the western portion of the 1 Street NE to 2 Street NE block as substantial demolition will have to occur to allow road widening. The remaining 38 metres (125 feet) lot depth could accommodate commercial redevelopment. There are three residential properties located at the corner of 15 Avenue and 1 Street NE which could be considered for redesignation to provide additional parking for new commercial development. Such parking would have to be screened to the high standard of the adjacent 15 Avenue commercial parking serving Peter's Drive-In.

The road widening setback in front of Peter's Drive-In has been dedicated and landscaped. This area will be taken as part of the road widening.

2 Street to Edmonton Trail NE

These blocks (including 401 16 Avenue NE) may remain in their current configuration although access and shortcutting traffic issues will have to be addressed. New development should create as continuous a barrier as possible to alleviate high noise levels in the adjacent residential area.

16 Avenue Redesignations

There are a number of commercial property redesignations proposed to reduce the maximum allowable height of new buildings along the 16 Avenue corridor.

The purpose for the proposed redesignations is to: reduce the maximum allowable height of new development, minimize loss of privacy, and limit the visual impact on nearby residences south of 16 Avenue.

The reduced size of lots due to the road widening setback would make constructing high rise buildings technically and financially difficult, as such development would require large amounts of underground parking. The height reductions will ensure land use designations more closely reflect the actual development potential of the sites. Only the potential height of buildings and not the uses allowed or the allowable density of new development will be directly affected by the redesignation.

The current C-3 designation allows development of up to 46 metres (150 feet), approximately 15 stories, at a floor area to site area ratio of three (FAR 3). The proposed designation C-3 (16) would retain the C-3 FAR density allowance but reduce the maximum height to 16 metres (50 feet) or approximately five stories.

Implementation

1. **All properties on the blocks from 4 Street NW to 1 Street NW and from Centre A Street NE to the east side of Edmonton Trail will be redesignated to C-3 (16) as indicated in Table 2.**

4.5.4 Signage

A number of concerns were raised with regard to the negative impact of signage along the corridor.

Third Party Advertising (T.P.A.)

1. **Maximum height of billboards should be 6.7 metres (22 feet).**

2. **No third party advertising should be allowed on City right-of-way property.**

3. **The current bylaw requiring 75 metres (246 feet) between billboards will be revised to increase the separation distance to 150 metres (500 feet) between 4 Street NW and 6 Street NE.**

4. **Vertical t.p.a. signs are preferred along 16 Avenue although poster signs (3 x 6 metres or 10 x 20 feet) will be considered. Landscaping should be provided, where appropriate, around the base of the signs. Any new billboards should display a high design quality.**

5. **Pillar ads up to 3.6 metres (12 feet) in height are acceptable.**

6. **Double (bulletin) billboards are not allowed.**

7. **Upgrading of existing third party advertising signs should be undertaken by the sign owners.**

8. **No signs should project above the roofline.**

9. **Current exemptions for signage on Calgary Transit facilities are continued.**

10. **The policies contained in "Improving Calgary's Entranceways" should be respected in signage decisions.**

4.6 Centre Street and 16 Avenue Intersection Area

This is an historic "landmark" intersection in the north of the city and new development should recognize and emphasize its importance. The Calgary Transportation Plan identified the area as a mixed commercial/ residential node, supporting transit use. There will always be heavy traffic volumes through the intersection and it will also continue to see increasing pedestrian volumes.

Implementation

This area will retain its current C-3 (30) and C-3 designations.

1. **New development on the corners of this intersection should be designed to create a significant urban design feature.**

2. **Medium to high rise buildings are encouraged.**

3. **Building design should consider creation of convenient lay-by locations for buses and safe pedestrian waiting and movement areas.**

4. **Parking should be screened from 16 Avenue N and Centre Street N.**

5. **Building facades should create a definite strong edge along 16 Avenue and Centre Street.**

6. **New development should provide public art and/or significant design features.**

7. **As an important transit transfer point served by a large number of bus routes and given the substantial amount of parking available close to this intersection, parking relaxations should be considered by the Development Approving Authority.**

4.7 Local Commercial

Context

Local commercial development in Crescent Heights is limited to a small grocery store on 13 Avenue NW and home occupations throughout the community. The City is supportive of home based business and it is likely that there will be further growth in this type of development.

Objectives

1. To provide basic convenience retail services within walking distance of residential concentrations.

Policy

The City recognizes the value of providing convenience commercial facilities (under the CC land use district) on a carefully controlled basis within residential areas. Such development, as well as providing convenience for area residents, reduces the need for vehicle trips by providing shopping opportunities for basic day-to-day needs (primarily basic groceries) within walking distance. In areas of high residential density and in locations where it will not attract regional traffic or compete with nearby higher order commercial strips, such development may be appropriate in residential precincts if there are no other commercially designated lands within walking distance. Due to the potential impacts of such development on nearby housing any proposed location should be carefully reviewed.

Implementation

1. **The City will consider an application for redesignation to allow convenience commercial development in the area immediately north of the escarpment and east of Rotary Park.**

2. **Such a development/redesignation proposal must address in detail the possible impacts on adjacent housing.**

3. **Preferred locations would be on corner sites, possibly in existing structures.**

Transportation

5.0 TRANSPORTATION

5.1 Context and Projections

Crescent Heights is served and impacted by the adjacent major roads - 16 Avenue, Centre Street, Edmonton Trail, and Memorial Drive. Many of the planning issues which have affected Crescent Heights in the past have resulted from the traffic destined for the Downtown and the grid road pattern which invites shortcutting as commuters try to avoid congested intersections. As the traffic volumes on the surrounding major roads increase so will the pressure toward shortcutting.

Edmonton Trail and Centre Street perform somewhat conflicting functions as major traffic arteries, general commercial strips and community 'main' streets. All the major streets have given rise to commercial development which require parking, safe pedestrian crossing locations and rules regarding turns and on-street parking. Centre Street has a lane reversal system operating during peak hours which accommodates higher traffic volumes. Residents and merchants feel these higher volumes detract from the pedestrian environment.

Located on major routes to the Downtown and within walking distance of the Downtown, Crescent Heights sees a substantial number of cyclists and is served by a large number of bus routes (Map B9). The Calgary Transportation Plan indicates that Centre Street should become a 'transit corridor', suggesting the possible dedication of traffic lanes to transit and high occupancy vehicles or other techniques to improve transit service.

Long range transportation plans call for the widening of 16 Avenue along the south side of the street and the construction of Light Rail Transit (LRT) north from the Downtown. It will be a number of years before the route for the north LRT is chosen. As the City has not undertaken any detailed alignment studies for the North LRT, it will not be addressed further in this ARP.

Section 4 - Commercial Development, of this ARP addresses many issues relating to the relationship between the major roads and the land uses along them.

5.2 Existing Road Standards

The road designations (Map 7) in the community are listed below. All other roads are considered local streets.

Major Roads	16 Avenue, Edmonton Trail, Centre Street, Memorial Drive
Collector Roads	12 Avenue, 8 Avenue (east of Centre Street), 4 Street NW between 12 Avenue and 16 Avenue, 1 Street West between 16 Avenue and Crescent Road NW

5.3 Objectives

1. Ensure the road network in Crescent Heights provides safe routes for motorists, pedestrians and cyclists.
2. Address possible impacts of future widenings of 16 Avenue.
3. Discourage non-local traffic from using internal community streets.
4. Identify problems with the operation of the local road network and recommend corrective traffic measures.
5. Encourage alternative (non-private vehicle) travel modes.

5.4 Issues and Proposals

5.4.1 Community Traffic Study

In conjunction with the ARP the City is undertaking a Community Traffic Study in Crescent Heights. The purpose of the Traffic Study is to address local traffic issues at specific locations while the ARP deals with community-wide issues. The Traffic Study is also an implementation tool for the ARP and will survey community residents who may be affected by the ARP or other Traffic Study proposals.

Often traffic proposals designed to solve a problem will result in reduced levels of access or convenience which other residents find unacceptable. The Traffic Study provides an excellent forum for discussion of these matters.

The Administration be directed to study as a matter of urgency the possible full or partial road closures in the vicinity of 1 Street and 2 Street NE to control commercial traffic infiltration in the residential area, and that the owner of Peters' Drive-In be invited in this process.

5.4.2 16 Avenue Widening

The 16 Avenue North Functional Study (1977) (Map 8) describes the approved widening of 16 Avenue by two lanes and the addition of a centre median. The intention is to increase the traffic capacity and improve the safety of 16 Avenue as a main thoroughfare through the city. This upgrading will see the existing road right-of-way widened by approximately 15 metres (50 feet) to the south along the Crescent Heights commercial strip. The setback to allow this widening has been acquired from many of the commercial and institutional parcels along the south side of 16 Avenue and acquisition continues as properties come up for sale or redevelopment.

Section 4.5 of the ARP discusses the possible impacts of the widening on 16 Avenue businesses in detail.

The potential impacts of the widening on the community include:

- Left turns will be limited to key intersections only. Business people report this will have a substantial negative affect on the commercial strip as well as on residents trying to enter or leave the community from 16 Avenue.

Crescent Heights

Map No. 7

Title: Road Network & Traffic Counts

Legend

- Area Redevelopment Plan Boundary
- Collector Road (existing)
- Major Road
- Freeway or Expressway
- 1,600 — 1994 - 24 hour vehicles per day count
- *1,200* — Future (at 850,000 population in approximately year 2005) - 24 hour vehicles per day count
- Pedestrian Corridor

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400 0 400 800 FEET
100 0 100 200 METRES

- There is the potential that traffic attempting to access business on the south side of 16 Avenue will travel through the community and park on residential streets.

- Existing businesses may not survive the loss of easy access for westbound traffic and traffic-oriented businesses may be reluctant to locate along the strip.

- There may be increased noise and direct traffic impacts along the north edge of the community (traffic infiltration can be limited through road closures).

- By increasing traffic capacity on 16 Avenue, the shortcutting traffic on internal streets, in particular 12 Avenue, may diminish.

These and other concerns will be addressed in detail with the involvement of business owners, neighbours and the community when the detailed construction design process is underway. There is no firm date for the widening of 16 Avenue as it will depend on its priority on a city-wide basis and the availability of funds. The widening is presently not included in the ten year capital budget.

Implementation

1. **When the final Detailed Design Review of the 16 Avenue widening is undertaken the following elements should be considered:**

   - **Need for early decisions on timing and finalizing detailed plans to allow development decisions to be made for the commercial corridor.**

   - **Consultation with the adjacent communities and business people should fully address the issues of the impacts due to road widening on residential and commercial development and mitigative measures.**

   - **Incorporation of an urban design component to enhance the quality and appearance of 16 Avenue and bordering development.**

Crescent Heights

Map No. 8

Title
The Future 16 Avenue (as approved in the 16 Avenue North Functional Study 1977)

Legend

- Parcel
- Buildings
- 17' Setback (north side of 16 Av N)
- 50' Setback (south side of 16 Av N)
- Future Median and Turn Lane
- Future 16 Av Road Right-of-Way
- Partial Road Closure
- City Parking lots
- Structures that may be impacted by widening

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5.4.3 Encouraging Alternative Travel Modes - Calgary Transportation Plan

Background

Strategic planning studies associated with the Calgary Transportation Plan have shown the vital importance of a well used public transit system to Calgary's future. It is the responsibility of more detailed planning documents such as this ARP to encourage new development to occur in ways supportive of transit. The inner city communities in particular stand to be impacted by increasing traffic on the surrounding major roads. As traffic on these streets grows, the likelihood of shortcutting traffic also increases, making efforts to limit the increase in traffic particularly important.

Unless Calgarians substantially increase their use of transit and other transport modes it is likely that the City will have to implement further road closures in Crescent Heights in the future to limit the access between the major road system and the local streets to protect the safety and peace of the residents.

In general the older inner city communities such as Crescent Heights are considerably more supportive of transit use than the newer suburbs.

1. These communities provide a variety of housing types close to the downtown core affording easy transit, bicycle and pedestrian access to the major employment area.

2. The inner area communities often have population densities substantially higher than newer suburbs allowing more efficient transit operation. Crescent Heights' overall density is 12.5 dwelling units (d.u.) per acre as compared with recent subdivisions in the 4-6 d.u. per acre range.

3. Commercial buildings are often built close to the sidewalks on the major roads creating a more transit/pedestrian oriented corridor.

4. The Edmonton Trail and Centre Street areas contain some medium density housing and commercial uses close to transit routes creating a mixed use area supportive of pedestrian/bus travel.

5. The grid road system allows easy walking access to bus stops and direct bicycle travel. The roads are well used due to higher housing densities, contributing to safe pedestrian movement.

Planning for existing communities can contribute to reducing dependence on private vehicles by offering higher density housing opportunities, making the wait and walk for buses as pleasant as possible and supporting a mix of land uses close to transit routes.

Site specific changes to the designs of proposed new buildings to improve the comfort and safety of people waiting for buses are important. The continuity of pedestrian and bicycle routes through the communities must also be ensured.

Policies

1. Facilitate transit use by Crescent Heights residents.

2. Encourage new development to support transit use.

3. Ensure pedestrian and bicycle links are maintained through Crescent Heights.

Implementation

1. **The Transportation Department, through the Inner City Transit Plan, will review transit routes, locations and timing/frequency of service in Crescent Heights.**

2. **Transit supportive design features as proposed in the Transit Friendly Design Guide should be included in new development where appropriate. In particular the frontages along Edmonton Trail and Centre Street should be upgraded to encourage pedestrian activity. New development should be located close to the street/transit stops.**

3. **Policy support will be given for the development of convenience commercial uses in residential areas meeting guidelines outlined in Section 4.7 of the ARP.**

4. **The Parks & Recreation Department and the Transportation Department will monitor bicycle/pedestrian systems to ensure safety and continuity as changes occur to the road system in the Crescent Heights area.**

5.4.4 12 Avenue Traffic Volumes

Issue

12 Avenue N currently acts as an integral part of the rush hour road network carrying approximately 12,000 vehicles per day (vpd). The high volumes on 12 Avenue N have long been a concern of the community due to the negative impact on residential properties and concern for the safety of the numerous students and other pedestrians that cross the street. In the city's road hierarchy 12 Avenue is a collector road with an environment capacity guideline of 5,000 vpd.

The Transportation Department has reviewed the situation and agrees that steps should be taken to reduce the volumes on 12 Avenue. Several alternatives are under detailed study and final recommendations will be presented to City Council upon completion of the Community Traffic Study and review to ensure compatibility with emergency services and transit operations. The options being studied are:

- Installation of a median at the 12 Avenue and 4 Street NW intersection forcing cars to take the turn more slowly and reducing the likelihood that vehicles will go the wrong way through the partial road closure on 4 Street.

- Installation of curb "bulbs" or "flares" along 12 Avenue at one or more of 1 Street, 2 Street and 3 Street NW. The bulbs will narrow the street at the intersections making it easier for pedestrians to cross the road.

- Adjusting the signal timing at 4 Street and 16 Avenue NW, at Centre Street and 16 Avenue and at Centre Street and 12 Avenue NW. Proposed timing changes would benefit vehicles staying on/turning onto Centre Street and 16 Avenue and would discourage them from using 12 Avenue NW and 4 Street NW. As the City tries to maintain synchronization of signals along major roads, pedestrian safety and efficient transit operation including possible transit signal pre-emption, the flexibility to adjust signal timing may be limited.

- Constructing a right turn lane at 16 Avenue onto Centre Street to facilitate eastbound to southbound turns, thereby easing some of the congestion and encouraging drivers to use 16 Avenue and Centre Street instead of 12 Avenue and 4 Street.

5.4.5 1 Street NW Road Classification

The 'collector' road classification on 1 Street NW from 16 Avenue to Crescent Road will be reduced to a 'local' road classification from 15 Avenue to 12 Avenue and from 9 Avenue to Crescent Road. The remaining collector portions recognize the bus routes for the Crescent Heights Senior High School.

5.4.6 2 Avenue NE Road Closure

2 Avenue NE has a very steep grade as it travels east from 2 Street to 3 Street NE. The street is often closed in the winter when the grade results in sanding and clearing difficulties. The value and impact of closing the road permanently is being examined through the Traffic Study and in conjunction with city emergency services.

5.4.7 Pedestrian Safety

As traffic volumes increase and there is a desire for a more pedestrian oriented shopping district along Centre Street and Edmonton Trail, the safety concerns of pedestrians crossing these streets increases. The City plans to construct a pedestrian crosswalk on Centre Street at 14 Avenue N in 1996. Safety concerns along these roads and 16 Avenue will continue to be monitored.

5.4.8 Road Widening Setbacks - Centre Street and Edmonton Trail

Current long term road plans require that land be 'protected' to allow the widening of Edmonton Trail and Centre Street should it be required in the future. These road widening setback requirements (3.8 metres/12 feet on each side of Centre Street and 5.1 metres/17 feet on each side of Edmonton Trail) are often acquired by the City upon redevelopment of the site. Although the setback may be used for full road widening they are more likely to be used for turning lanes at intersections, for separate sidewalks and landscaping.

Setbacks can have both a negative impact on affected property owners as they prohibit full redevelopment of the property and a positive effect when the setback is used for improved pedestrian movement areas. The Inner City Transportation Study will examine the future role of these roads and the need to retain the full setback.

Through the ARP process this issue has been reviewed and the following observations noted for consideration by the Inner City Transportation Study:

- Owners report that new development plans are discouraged by current setback policies.
- The historic 5 feet (1.5 metres) sidewalk is too narrow to provide a comfortable walking environment along a major street, especially when there is no parking to separate and protect pedestrians from the moving traffic.
- Should it be determined that there is no requirement for a road widening setback along Centre Street or Edmonton Trail some setback should be retained for enhanced pedestrian movement areas.

5.4.9 Parking and Turns Policies along Edmonton Trail

Merchants along Edmonton Trail have identified the need for on-street off-peak hour parking as well as the removal, in some locations, of the double centre line to allow left turns to and from businesses. These types of requests are not uncommon in business areas but may conflict with the traffic-carrying role of the street. Both left turns and on-street parking reduce the volumes the street can carry and result in congestion. Whether such congestion would reach unacceptable levels and result in more shortcutting requires detailed evaluation which will be undertaken through the ICTS. See Section 4.3 for more discussion of this issue.

Implementation

1. **As part of the Inner City Transportation Study the City will examine the operational characteristics of Edmonton Trail, its role in the road network and the impact of any changes on the community and the business area.**

5.4.10 8 Avenue NE Volumes and Standard

Over the years there has been substantial debate over the 'collector' standard status placed on 8 Avenue NE given that the street is constructed to the same standards as parallel roads which are considered local streets. Volumes on 8 Avenue exceed the 1,000 vpd environmental guideline for local streets with volumes of approximately 1,200 vpd. This is still far below the suburban collector standard environmental guideline of 5,000 vpd.

These volumes are a result, in part, of the Edmonton Trail/8 Avenue traffic signal, the through connection of 8 Avenue into Renfrew and turn restrictions at other roads. The only effective way to reduce volumes on 8 Avenue, without removing the signal, would be to prohibit or restrict through movements across Edmonton Trail. The City is reviewing the timing on the signals to determine whether such changes would be feasible.

The City will review the impacts of methods to reduce volumes on 8 Avenue NE and attempt to ensure that volumes on the street do not rise substantially above current volumes.

General Implementation

1. **Recommendations addressing the local traffic issues noted above will be presented to City Council upon completion of the Crescent Heights Traffic Study.**

Social

6.0 SOCIAL

6.1 Context

Crescent Heights is served by a variety of community activities and social programs provided both within and outside of the immediate area. For example, the churches in Crescent Heights host programs such as Guides, Alcoholic's Anonymous, parents and seniors' activities. The Crescent Heights High School offers evening Continuing Education courses. The Community Association organizes events and provides opportunities for residents to become involved in various programs such as the community celebrations, the newsletter and skating.

The central location of the community and the numerous bus routes that run through the area allow easy access to programs outside Crescent Heights, such as those at the Kerby Centre and the Renfrew Seniors Club.

The City of Calgary Social Services Department provides community social services to Crescent Heights from its Bridgeland-Riverside Office.

The incidence of social needs in a community determines its requirements for social programs. Crescent Heights is above the city of Calgary average in the following areas:

Mobility

In 1990 a resident in Crescent Heights was 1.5 times as likely to have moved in the past year than the average Calgarian. This may be because there is a lower percentage of homeowners in Crescent Heights (1994-37 percent) than in the City as a whole. Hillhurst and Sunnyside also have similar mobility rates as Crescent Heights. These inner city communities have more apartments and more renters than the city average which explains a large part of their higher mobility rate.

Low Income Residents

The percentage of Calgary residents in 1991 who lived below the low income cutoffs defined by Statistics Canada was 17.8 percent, Crescent Heights was 24.4 percent, 1.4 times the rate in Calgary. Crescent Heights had a 1991 median income standard of 107, where the City average is 100.

Lone Parent Families

In 1991 30.8 percent of Crescent Heights families with children were headed by a lone parent. This is 1.5 times the Calgary rate of 20.3 percent.

Seniors Living Alone

The proportion of seniors living alone in Crescent Heights was 1.5 times higher than Calgary in 1991 (44 percent vs 29 percent). While living alone is not necessarily a problem, it could be if the person has health, mobility or economic difficulties.

Seniors Eligible for Guaranteed Income Supplement (GIS)

The percentage (34.0 percent) of Crescent Heights seniors (aged 65+) who have a low enough income to be eligible for Guaranteed Income Supplement is only slightly higher than the percentage (31.8 percent) of Calgary seniors.

Crime

Crescent Heights experiences a higher property crime rate than the city as a whole. These property crimes include break and enter (house and commercial) and theft (auto, truck, property, car prowlings). This incidence level is similar to most inner city neighbourhoods.

Many community members are actively working to decrease their risk by joining with the Calgary Police Service to prevent crime.

PACT (Police and Community Telephone System), Block Parent and Blockwatch are some of the programs active in all or portions of the community. The Crescent Heights newspaper, The View, also provides community members with a reporting of monthly crime statistics and helpful ideas on how to prevent crime. Urban Safety Audits to identify and rectify potential personal safety hazards are discussed in Chapter 8.

Community Facilities

Although there is a relatively high number of lone parent families and seniors in Crescent Heights, surveys to date have not indicated a lack of support facilities beyond that facing other Calgarians. There are fewer seniors facilities and day cares in the community than in some adjacent neighbourhoods. However, Crescent Heights residents use facilities available in the nearby areas.

6.2 Objectives

1. Encourage and promote resident involvement in establishing and delivering programs that would enhance social interaction and participation in meeting the community's social and health needs.

2. Monitor and develop programs, if needed, to address the needs of low income persons and, in particular, single parent families and seniors living alone.

3. Promote a strong sense of commitment to the community and participation in strengthening the community in both home owners and renters.

6.3 Policies

1. The Community Association should establish an organizational structure in the community involving representatives from schools, churches, community organizations and other interested groups who would monitor the need for programs for low income people, seniors and other groups with special needs.

2. The Community Association should continue to work with the Calgary Police Services to encourage residents to participate in crime prevention programs such as PACT and Block Watch.

3. The Community Association's continued effort in coordinating social and community services programs oriented to children, youth and the elderly should be encouraged and promoted by the Social Services and Parks & Recreation Departments.

6.4 Implementation

1. **The Social Services, Parks & Recreation, and Planning & Building Departments will help the Community Association to set up the monitoring organization identified in Policies within one year of approval of this Plan.**

Open Space/School

7.0 OPEN SPACE/SCHOOL

7.1 Context

Amount of Open Space

Residential communities require adequate open space and recreation facilities to allow their residents to maintain healthy lifestyles.

The City of Calgary's Open Space Standard for communities such as Crescent Heights is 0.7 - 0.9 hectares of useable open space for every 1,000 residents. With a 1994 population of 5,467 for the full community district and 8.94 hectares of usable open space the ratio is 1.63 hectares per 1,000 people, well above the recommended standard.

Distribution of Open Space

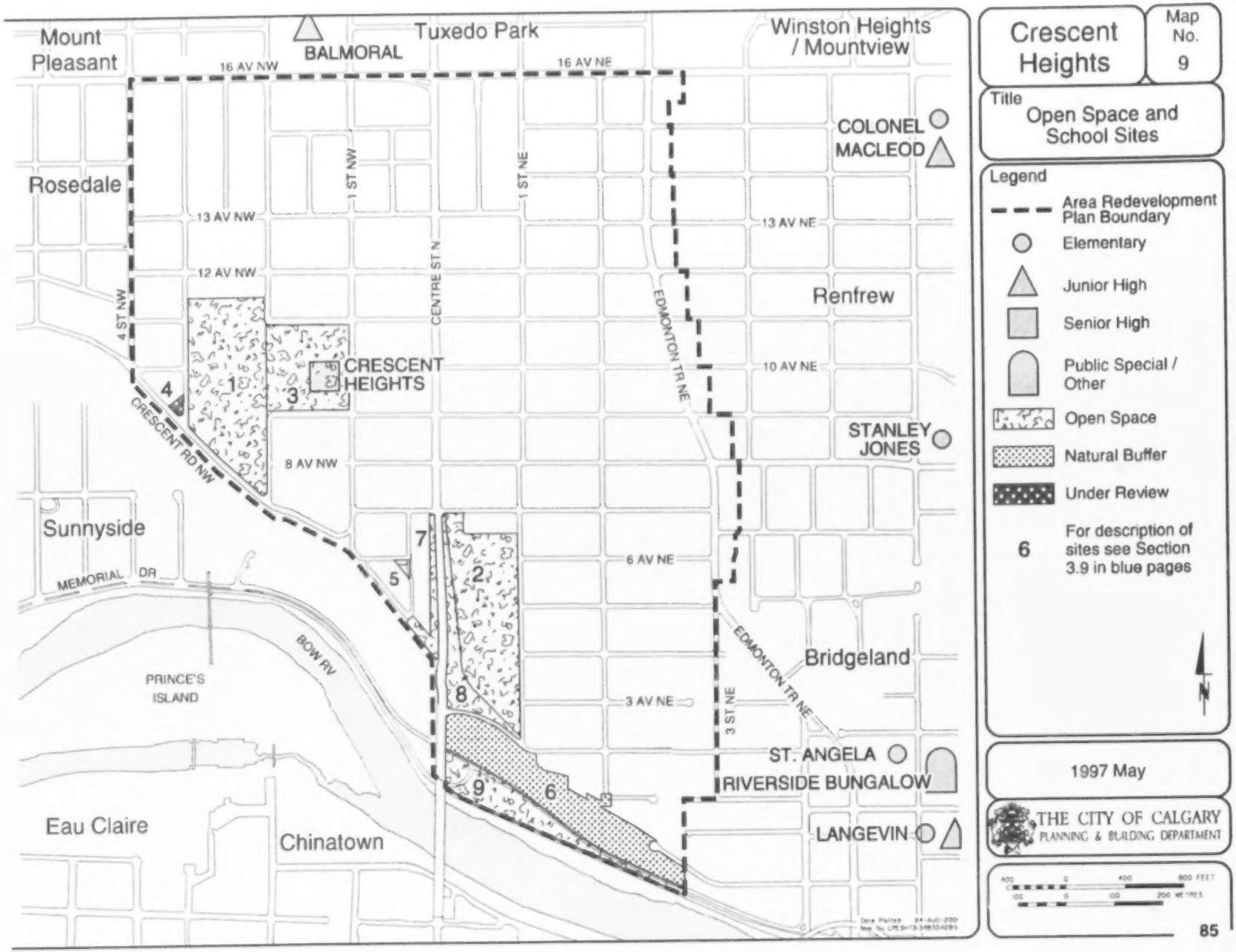
Although the community has sufficient open space (Map 9) based on city standards, it is concentrated in two large parks: Crescent Park and Rotary Park, both of which are located in the south of the community. The northeast portion of the community does not fall within the recommended .5 km walking distance of a .5 ha. or larger park site.

Through the ARP process and the Traffic Study several options to address the lack of open space in the northeast were developed. These options are being pursued with the affected residents and City Departments.

Facilities

The community contains a curling club, tennis courts, lawn bowling as well as public playfields for a variety of outdoor activities. The Bow River valley also provides special outdoor amenities.

The escarpment on both sides of Centre Street is considered to be a continuance of the McHugh Bluff and is currently managed as a "Supporting Natural Area" in the City's Natural Area Management Plan. The upgrading of the escarpment has been explored in the past and continues to be of interest to area residents. City Council has adopted the McHugh Bluff Concept Plan which will guide any future development (e.g., planting, path construction) in the area.



Crescent Heights

Map No. 9

Title: Open Space and School Sites

Legend

- Area Redevelopment Plan Boundary
- Elementary
- Junior High
- Senior High
- Public Special / Other
- Open Space
- Natural Buffer
- Under Review
- 6 — For description of sites see Section 3.9 in blue pages

1997 May

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Crescent Heights Senior High School

The Crescent Heights Senior High School is the only school in Crescent Heights. It is a feeder school providing classes for many students outside the immediate community.

Most of this site is currently developed in buildings or parking and contributes only nominally to the amount of usable open space. The site is currently zoned R-2 and is owned by the Calgary Board of Education. Due to the amount of open space already in this portion of the community it is unlikely that the City would pursue acquisition of this site should it be declared surplus by the CBE.

7.2 Objectives

1. Maintain and enhance the quality of the community open space and recreation facilities, and encourage better use of and access to the facilities by area residents.

2. Ensure that an appropriate level of open space, recreational and community facilities are maintained to meet the needs of the residents of Crescent Heights.

3. Reaffirm the City's position with respect to the provision of school facilities within the community in accordance with the provisions of the Joint Use Agreement.

4. Minimize any potential impact on the community if the high school site is declared surplus in the future by the Calgary Board of Education and redeveloped.

7.3 Implementation

1. A plan for the upgrading/landscaping of the open space on Centre Street N between the Centre Street bridge and 7 Avenue N should be completed by the community using community resources in cooperation with the McHugh Bluff Natural Areas Committee and Calgary Parks & Recreation.

2. A Needs and Preference Study should be undertaken by the community with the assistance of the Calgary Parks & Recreation Department to ensure the recreational needs of all age groups in the community are adequately addressed.

3. The properties indicated in Table 3 and shown on Map 9 should be redesignated as indicated.

   The redesignation of the McHugh Bluff is a continuation of a policy contained in the Hillhurst/Sunnyside ARP.

Table 3
Proposed Open Space Redesignations

Location	Existing Land Use Designation	Proposed Redesignation
Escarpment and Greenway north of Memorial Drive between Centre Street and Edmonton Trail	A	PE to reflect existing use
404 Crescent Road NW	PE	R-2 to permit sale of site

Community Initiatives

COMMUNITY INITIATIVES TO THE CRESCENT HEIGHTS AREA REDEVELOPMENT PLAN

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8.0 COMMUNITY INITIATIVES

There are a number of initiatives which would benefit the Crescent Heights community but which the City is unable to undertake due either to lack of funds or staff or because they fall into the jurisdiction of other organizations. Even if the City had the resources and the mandate, it has been proven many times that community initiative and commitment is necessary if such projects are to meet their potential. The City is willing to support and aid the community as much as resources permit to carry out these projects.

8.1 Tree Planting

A major component of the attractiveness of Crescent Heights is the many mature street trees, elms, birch and aspen. It is important that this tree cover be maintained and expanded, particularly in light of the possible spread of Dutch Elm Disease into Calgary.

Volunteer activities in this area could include surveying the community to determine the need for planting in different areas and the types of trees preferred by nearby residents. Fundraising, planting and caring for trees in the first years after the planting would also be necessary tasks. The trees could be planted along roads or in parks.

8.2 Community Association and Community Activities

With cutbacks in government spending there is more emphasis on neighbours helping each other in our communities. Much of this support will happen informally but community associations could become more important as organizing points for community services. There is a need for stronger support for the community association which will result from their serving more needs of the residents. This is a particular challenge in Crescent Heights because there is such a large number of renters in the community who have very little connection to the community association.

The community association could identify individual needs through door to door surveys. Pilot projects for activities for all age groups could be provided through community organizing.

8.3 Safety and Security

Although a relatively safe community, crime does occur in Crescent Heights. Many communities in North America are undertaking safety audits. In a safety audit a group of residents walk the community noting dangerous locations and planning ways of improving them. Another initiative is Block Watch, which is not currently in effect in Crescent Heights and is always an effective approach to deterring crime.

8.4 Community Beautification

There are various ways for residents to make a community more attractive thereby making it a better place to live. As well as other ways listed in this section, a community can be improved through upgrading parks with playground equipment and flowers, installing community signs and helping less able residents to care for their homes. Activities in this area could be organized through the community association or by residents on a block.

8.5 Environmental Responsibility

An important community initiative which has often been suggested would be to undertake an "environmental responsibility" program by residents. The program could focus on recycling of waste, composting, yard clean-ups and various educational activities for both adults and school children. While these efforts help the environment, they also make the community a more desirable place to live. The City can provide substantial advice and support in these areas.

8.6 Seniors' Housing

Crescent Heights appears to have an adequate supply of market-supplied multi-unit housing which could provide housing for seniors wanting to leave their detached homes and yet stay in the community. Over time, however, subsidized housing for seniors may also be needed. An appropriate community initiative may be to monitor this need to ascertain if and when this type of housing should be provided. It is possible that sponsors for such housing could be found among the churches in or near the community.

8.7 Community Entrance Signs

As a community evolves and develops its own particular identity, entrance signs can be a means of promoting this uniqueness. Many communities, both older and newly established, have erected identification signs at their entrances. Crescent Heights may want to erect entrance signs at strategic entrance locations to their community announcing to residents and others that they are in a place called 'Crescent Heights' which the residents are proud of.

8.8 Pedestrianizing the Local Street System

Crescent Heights has a grid street system and as such, the community is vulnerable to the shortcutting of truck and other non-neighbourhood traffic. To ensure the streets are safe, especially for children and seniors, the community may wish to work with the Transportation Department to install speed humps, traffic buttons or other traffic "calming" measures to reduce the speed of traffic after appropriate community consultations.

8.9 Escarpment Planting

The Bow River Escarpment, properly called McHugh Bluff, on the south edge of Crescent Heights is a special open space feature valued by both community residents and Calgarians as a whole. It is identified as a "Supporting Natural Area" in the City's Natural Areas Management Plan. The community may wish to undertake the planting of shrubs and trees along this special amenity to ensure its long term protection. As per the Natural Areas Management Plan, only native plantings will be permitted. The McHugh Bluff Natural Area Committee has gained City Council approval of an upgrading Plan for the Bluff from 10 Street NW to Centre Street. The Plan calls for planting, construction of paths and lighting, and erosion prevention measures. This Plan was approved in 1993 but no action has been taken to date due to a lack of volunteer resources. The Plan and contacts for organization are available from the City of Calgary, Parks & Recreation Department.

8.10 Community Clean-Up

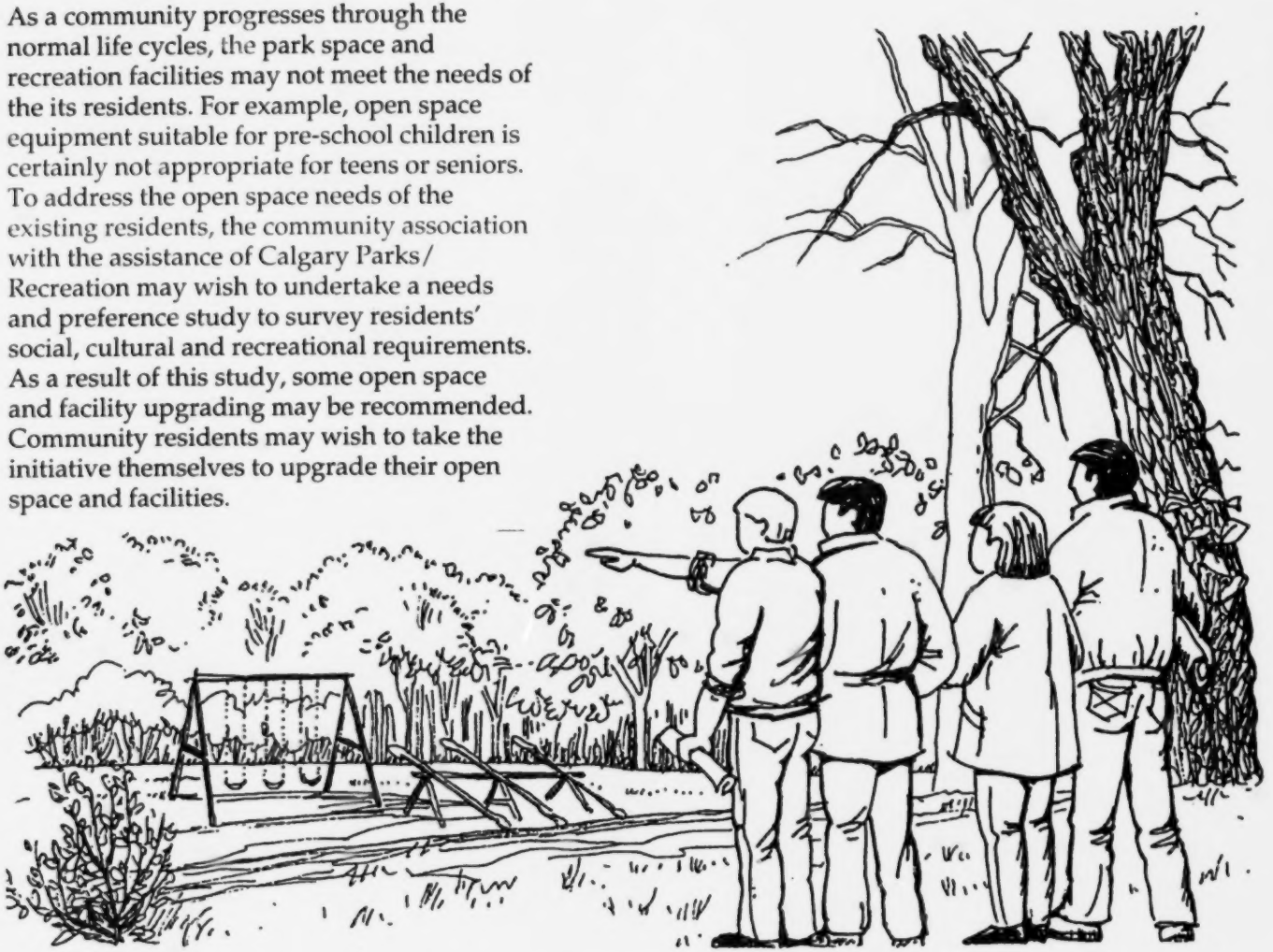
Although Crescent Heights is generally a very clean community, there were complaints over the condition of the lanes. This generally referred to junk and garbage but also reflected weeds and broken fence problems. If desired, the community association or any group of residents could organize a lane clean-up weekends.

8.11 Street Clean-Up

Centre Street and Edmonton Trail streetscapes and lanes are suffering badly from lack of paint, weed control, cleaning and general maintenance. If the community undertakes organization the City will cooperate with a team of owners/merchants and relevant experts who would walk the strips recording inexpensive upgrading ideas for the buildings. These ideas would be passed onto the relevant owner/merchant who would be encouraged to take action.

8.12 Parks/Recreation Needs and Preference Study

As a community progresses through the normal life cycles, the park space and recreation facilities may not meet the needs of the its residents. For example, open space equipment suitable for pre-school children is certainly not appropriate for teens or seniors. To address the open space needs of the existing residents, the community association with the assistance of Calgary Parks/ Recreation may wish to undertake a needs and preference study to survey residents' social, cultural and recreational requirements. As a result of this study, some open space and facility upgrading may be recommended. Community residents may wish to take the initiative themselves to upgrade their open space and facilities.



Crescent Heights

Area Redevelopment Plan
Supporting Information

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Blue Pages - Supporting Information

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SUPPORTING INFORMATION TO THE CRESCENT HEIGHTS AREA REDEVELOPMENT PLAN

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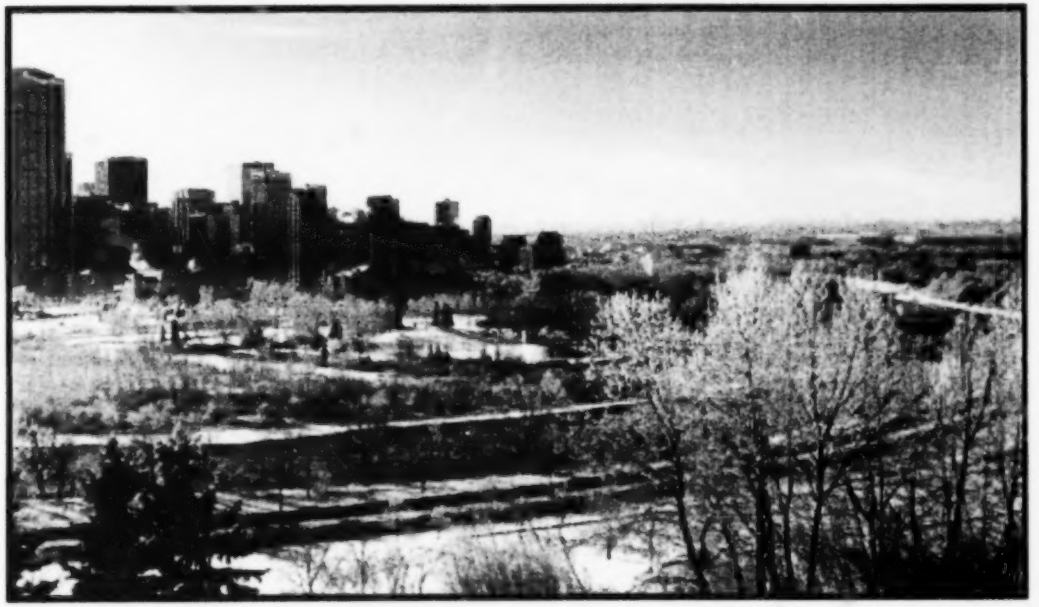


Relevant Planning Policies

1.0 RELEVANT PLANNING POLICIES

1.1 The Calgary General Municipal Plan, 1978

In 1978, City Council adopted the Calgary General Municipal Plan which is the overall statutory plan for the city. Several of the general policies in this document are relevant to planning in inner city communities like Crescent Heights:

"3.2.37 EA.28

Seek ways of minimizing unnecessary conflicts between commercial and other land uses, through positive development guidelines, area structure plans/area redevelopment plans, the reclassification process and other technical means."

"3.3.39 H.18

Ensure that the inner city has a more balanced and stable population structure, e.g., promote a more varied housing mix and provide services and facilities that cater to families with children."

Policies Concerning Residential Density and Rehabilitation

"3.3.52 H.21

Increase population density in the inner city.

H.24

Increase efficiency of land use in the inner city, e.g., increased use of vacant and under-used land, infill and selective redevelopment.

H.25

Increase the density of residential development adjacent to main transit routes."

"6.24 PR.18

Setback zones of 60 feet from the top of the escarpment be established in any new development or redevelopment area."

1.2 The Calgary Land Use Bylaw 2P80

This Bylaw is the basic controlling document for all development within the City. Although there are many specific rules which affect development in Crescent Heights the requirements that new development respects the existing streetscape is particularly important.

Sections 20(19) Residential and 33(10) Commercial

"Building Design

The design, character and appearance of a building approved as a discretionary use shall be compatible with and complementary to the surrounding area."

1.3 The Long-Term Growth Management Strategy, 1986

On 1988 June 20, City Council amended the Calgary General Municipal Plan to include the goals and policies of the growth strategy. The following framework was adopted to manage growth in the "established communities," which includes Crescent Heights.

"2.7.3.1

In established residential areas, the City will endeavour to optimize the use of existing servicing systems. Through the local planning process, the opportunities for accommodating population increases will be identified in each community, ensuring that population increases in ways which:

strengthen the role of the community within the built-up area, as defined in local area plans;

contribute positively to the community's quality and image; and

contribute to the existing community fabric and social environment.

2.7.3.2

The quality of the physical environment in existing communities is to be improved. To enhance the attractiveness of these communities, Council will consider a program of capital improvements on an annual basis.

2.7.3.3

A variety of housing types, to serve the broadest spectrum of housing needs, should be encouraged within the built-up area. Provision should be made for a choice of housing types and living environments so as to provide for various types of populations in the existing communities ranging from unattached persons (i.e., older residents and young adults), couples in their family formation years, middle-aged, and older families. This does not mean that every community district is obliged to provide a mix of housing. Rather, the appropriate mix in any given community district is to be determined through the local planning process while maintaining a city-wide perspective."

1.4 The Calgary Transportation Plan

The Calgary Transportation Plan, approved by Council in May 1995, addresses the long range planning of Calgary's transportation needs into the 21st century. It outlines how high quality of living standards can be balanced with an efficient transportation system. The Plan promotes greater reliance on transit, sustainable communities and town centres which provide employment, a variety of retail services and a community focus.

City Council, in approving GoPlan, requested the Administration to carry out, as a follow-up study, the Inner City Traffic Study. It will address the relationship of the major roads in the Inner City with their adjoining land uses and the overall city road network. In Crescent Heights; 16 Avenue North, Centre Street North and Edmonton Trail NE will be addressed as part of this follow-up study.

1.5 North Bow Design Brief, 1977

The North Bow Design Brief provides land use policy recommendations on residential and commercial redevelopment, open space and the transportation network for ten communities, including Crescent Heights. Recommendations specific to Crescent Heights were:

"Special Study

In a number of R-3 and R-4 areas in North Bow, residents have expressed a desire to reclassify their properties back to R-2. Many of these sites, although classified to a higher density, have never developed beyond a single family or duplex use and should be considered for conservation and rehabilitation."

1.6 North Bow Special Study, 1979

The North Bow Special Study resulted in numerous redesignations reducing the allowable development density.

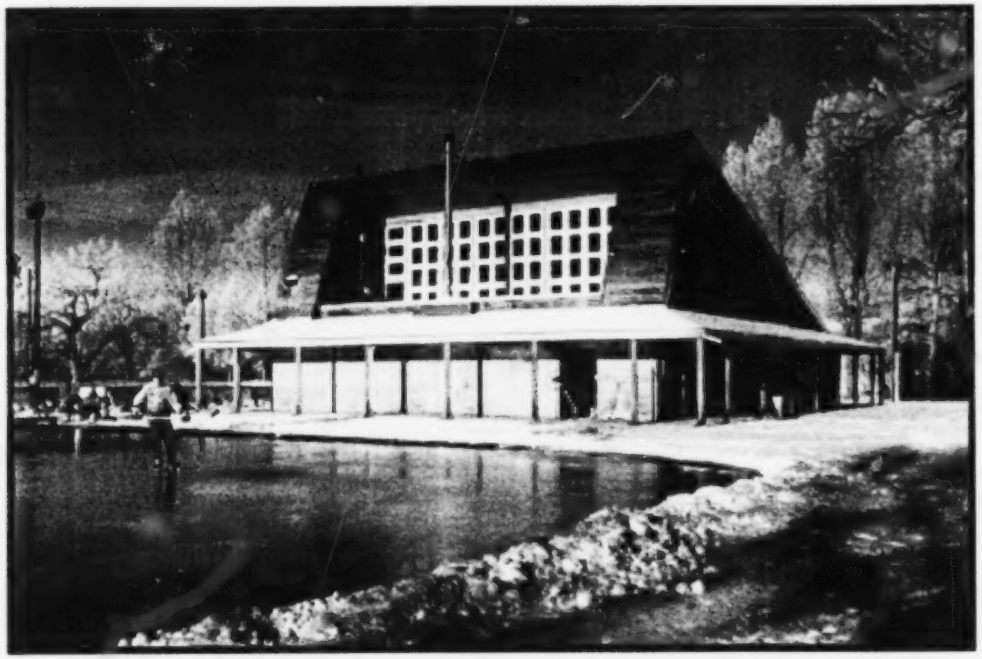
The goal of the study was to "promote family housing" and to "reduce the increase of spillover traffic from those areas which are to be redeveloped."

"It is recommended that the Crescent Heights/ Regal Terrace area be maintained and protected as a family oriented neighbourhood. Redevelopment, where it is desirable, will be accommodated at a scale which respects the surrounding housing stock and streetscape. The quality and character of new development should reinforce the existing physical and demographic character of the area."

1.7 Centre Street North Study

The Centre Street North Study addressed zoning and parking issues and proposed development guidelines for Centre Street from 7 Avenue N to 16 Avenue N.

The Study recommended a reduction in the allowable height and density on these properties. There were no restrictions placed on the types of uses allowed. The development guidelines which were approved were designed to minimize the impact of commercial development on the housing areas and to improve the look of the street.



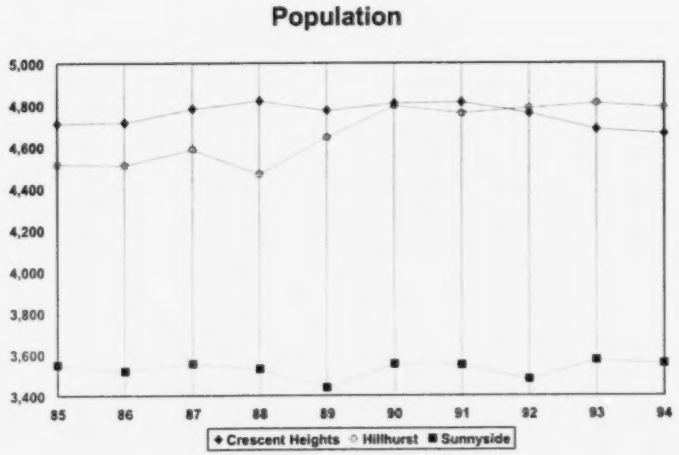
Community Demographic Characteristics

2.0 COMMUNITY DEMOGRAPHIC CHARACTERISTICS

2.1 Population

In 1968 approximately 5,300 people lived in the Crescent Heights ARP area compared with 4,622 in 1994–a loss of 700 people. In the past 10 years the population has remained relatively stable, peaking at 4,819 people in 1988 and declining to 4,622 in 1994. This pattern is similar to most inner city communities which lost substantial population due primarily to reduced birth rates. The population decline in Crescent Heights was mitigated by the construction of 900 apartment units between 1975 and 1985.

The accompanying charts indicate the relative stability of population levels in Crescent Heights and comparative communities since 1985.



Population

	Crescent Heights ARP Area	Hillhurst	Sunnyside
1985	4,712	4,515	3,548
1986	4,716	4,512	3,518
1987	4,782	4,588	3,554
1988	4,819	4,469	3,528
1989	4,774	4,644	3,438
1990	4,808	4,796	3,553
1991	4,813	4,761	3,548
1992	4,761	4,785	3,479
1993	4,684	4,809	3,571
1994	4,622	4,788	3,556

Source: *1994 Civic Census*

2.2 Housing Units

In the past 20 years the number of housing units increased by 23% in the Crescent Heights Community District. The table below shows the relatively stable dwelling unit supply characteristic of the inner city communities since the end of the 1981 development boom.

Housing Units 1985-1994

	Crescent Heights ARP Area	Hillhurst	Sunnyside	Calgary
1985	2,910	2,619	2,303	254,933
1986	2,901	2,606	2,271	257,077
1987	2,889	2,587	2,258	258,896
1988	2,870	2,579	2,242	262,343
1989	2,873	2,560	2,242	265,938
1990	2,853	2,559	2,248	273,610
1991	2,863	2,551	2,249	276,576
1992	2,874	2,629	2,253	281,930
1993	2,877	2,630	2,266	287,982
1994	2,890	2,571	2,271	293,326

Source: *1994 Civic Census*

2.3 Occupancy Rates (People per Dwelling Unit)

In the past 10 years the average number of people per dwelling unit has changed little throughout the city. The lower occupancy rates in Crescent Heights and Sunnyside reflect the large number of apartment units (average occupancy in 1994 was 1.47 people per apartment unit). The increase in occupancy rate in Hillhurst reflects an increase in higher occupancy dwelling units.

Occupancy Rates 1985-1994

	Crescent Heights ARP Area	Hillhurst	Sunnyside	Calgary
1985	1.62	1.86	1.65	2.65
1986	1.63	1.86	1.64	2.64
1987	1.66	1.88	1.63	2.63
1988	1.68	1.88	1.62	2.63
1989	1.66	1.92	1.61	2.62
1990	1.69	1.95	1.62	2.64
1991	1.68	1.94	1.64	2.66
1992	1.66	1.94	1.62	2.67
1993	1.63	1.93	1.64	2.65
1994	1.60	1.98	1.63	2.65

Source: *1994 Civic Census*

2.4 Housing Units by Structure Type

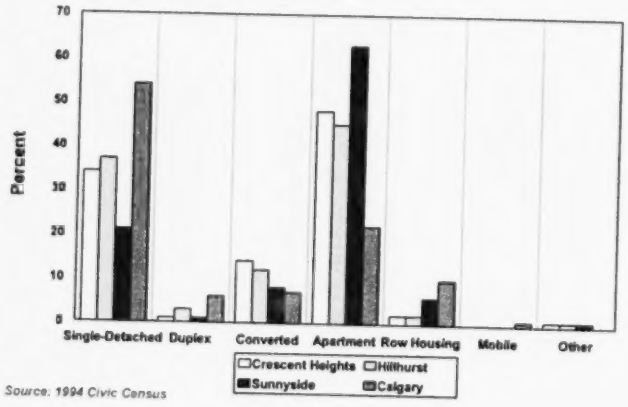
Apartments are the predominant housing type in the Crescent Heights ARP area and account for 48% of the total number of units compared with 22% for Calgary. Single-detached houses make up 34% of the units in Crescent Heights but 54% in Calgary.

Housing Units by Structure Type

	Crescent Heights ARP Area	Hillhurst	Sunnyside	Calgary
Single-Detached	34%	37%	21%	54%
Duplex	1%	3%	1%	6%
Converted	14%	12%	8%	7%
Apartment	48%	45%	63%	22%
Row Housing	2%	2%	6%	10%
Mobile	0%	0%	0%	1%
Other	1%	1%	1%	0%
Total	**100%**	**100%**	**100%**	**100%**
Total # Units	**2,890**	**2,571**	**2,271**	**293,326**

Source: *1994 Civic Census*

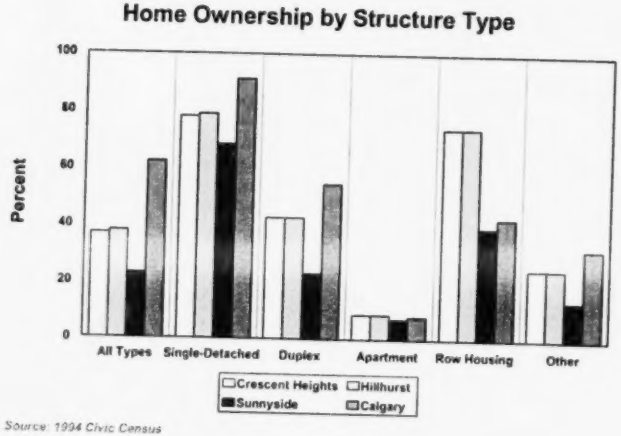
Housing Units by Structure Type



Source: 1994 Civic Census

2.5 Home Ownership by Structure Type

The percentage of owner occupied dwellings is lower in the Crescent Heights ARP area than in Calgary (37% vs 62%). This lower rate of ownership can be partly attributed to the higher proportion of apartments in Crescent Heights compared with Calgary. It is important to note the relatively high ownership levels in the townhouse projects in Crescent Heights as compared to the comparison communities and Calgary as a whole. The relatively low overall ownership rate, although understandable, is of concern to the Community Association which is trying to encourage long term support of various community programs and activities. There has been an increase in overall home ownership rates of approximately 3% since 1990.



Source: 1994 Civic Census

Home Ownership by Structure Type

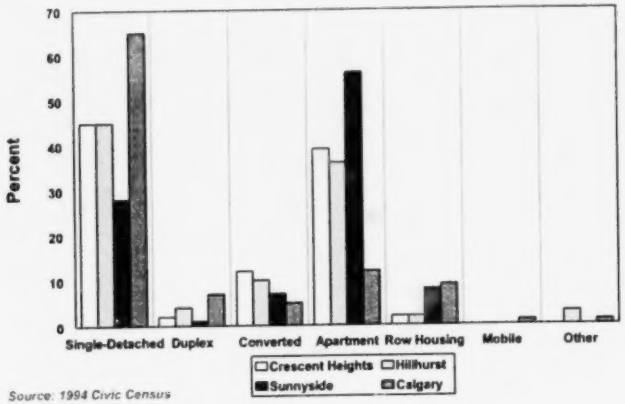
	Crescent Heights ARP Area	Hillhurst	Sunnyside	Calgary
Single-Detached	78%	79%	68%	91%
Duplex	43%	40%	23%	55%
Apartment	9%	6%	7%	8%
Row Housing	74%	55%	39%	43%
Other	25%	24%	14%	32%
All Types	37%	38%	23%	62%

Source: *1994 Civic Census*

2.6 Population by Structure Type

In the Crescent Heights ARP area, 45% of the population live in single-detached dwellings and 39% in apartments compared with 64% in single-detached units and 12% in apartments for all of Calgary. This reflects the difference in the mix of housing units.

Population by Structure Type



Source: 1994 Civic Census

Population by Structure Type

	Crescent Heights ARP Area	Hillhurst	Sunnyside	Calgary
Single-Detached	45%	45%	28%	65%
Duplex	2%	4%	1%	7%
Converted	12%	10%	7%	5%
Apartment	39%	36%	56%	12%
Row Housing	2%	2%	8%	9%
Mobile	0%	0%	0%	1%
Other	0%	3%	0%	1%
Total	**100%**	**100%**	**100%**	**100%**
Total # Units	**4,622**	**4,788**	**3,556**	**738,184**

Source: *1994 Civic Census*

2.7 Age Groups

The Crescent Heights ARP area, as in most inner city communities, has a lower percentage of children (0-19) and a higher proportion of seniors than does Calgary as a whole.

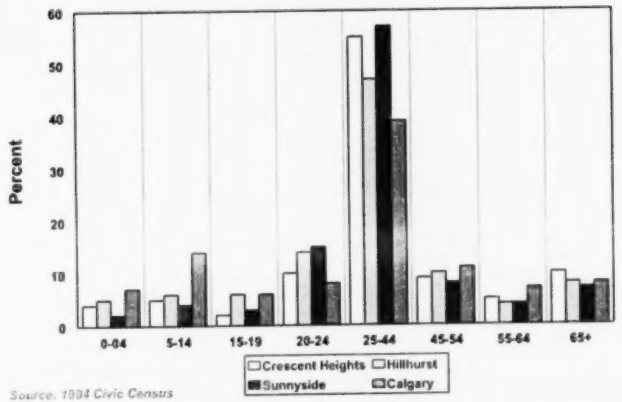
Between 1984 and 1994 there has been little change in the age group distribution in the district of Crescent Heights. With the exception of the 20-24 year old cohort which declined from 16% to 10% and 25-44 year old cohort which increased from 50% to 55% all categories have fluctuated by less than 2%. There has been a small increase in the total number of pre-school and school age children over the past decade.

Age Groups

	Crescent Heights ARP Area	Hillhurst	Sunnyside	Calgary
0-4	4%	5%	2%	7%
5-14	5%	6%	4%	14%
15-19	2%	6%	3%	6%
20-24	10%	14%	15%	8%
25-44	55%	47%	57%	39%
45-54	9%	10%	8%	11%
55-64	5%	4%	4%	7%
65+	10%	8%	7%	8%
Total	100%	100%	100%	100%
Total # People	4,622	4,788	3,556	738,184

Source: 1994 Civic Census

Age Groups



Source: 1994 Civic Census

Age Groups - Historic

	1984	1994
0-4	4%	4%
5-14	3%	5%
20-24	16%	10%
25-44	50%	55%
45-64	14%	15%
65+	10%	9%

Source: 1984 & 1994 Civic Census

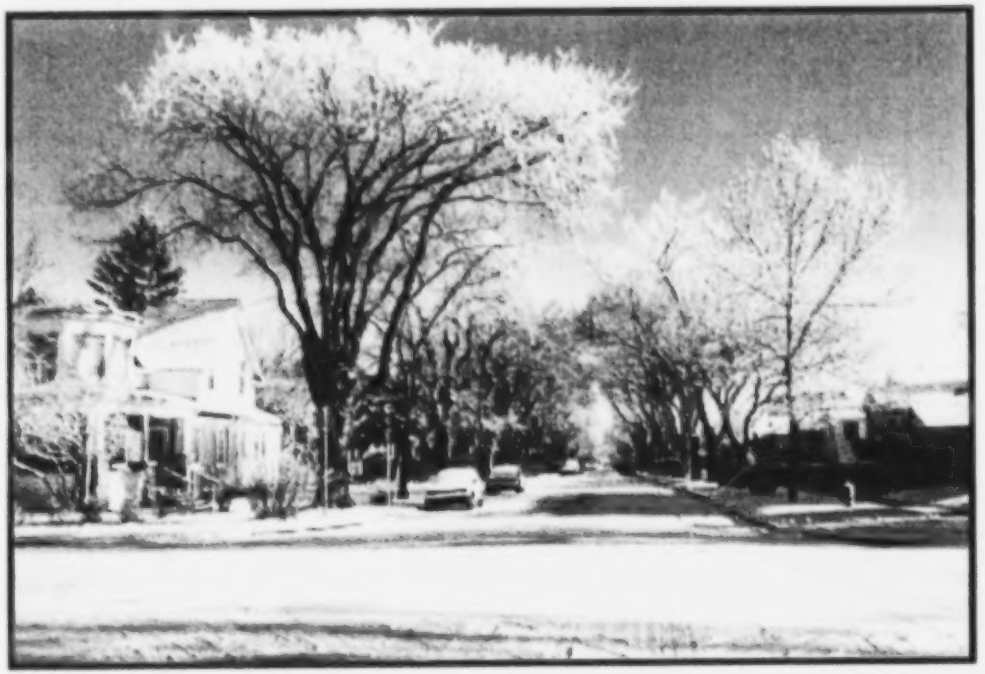
2.8 Housing Conditions

In 1991 a higher percentage of people in the Crescent Heights district believed their homes needed major repairs than did Calgarians in general. This is likely due to the older average age of the homes in Crescent Heights.

Housing Conditions

	Crescent Heights District	Hillhurst	Sunnyside	Calgary
Average # Rooms/dwelling	5	5.4	4.6	6.4
Average # Bedrooms	1.9	2.1	1.7	2.8
What people think their home is worth				
Average Value	$140,365	$145,473	$122,161	$144,477
What people think their home needs				
Regular Maintenance Only	62%	60%	67%	70%
Minor Repairs	28%	30%	25%	24%
Major Repairs	10%	10%	8%	6%
Total	**100%**	**100%**	**100%**	**100%**

Source: *1991 Statistics Canada (20% sample data)*



Background and Rationale for Recommended Policies

3.0 BACKGROUND AND RATIONALE FOR RECOMMENDED POLICIES

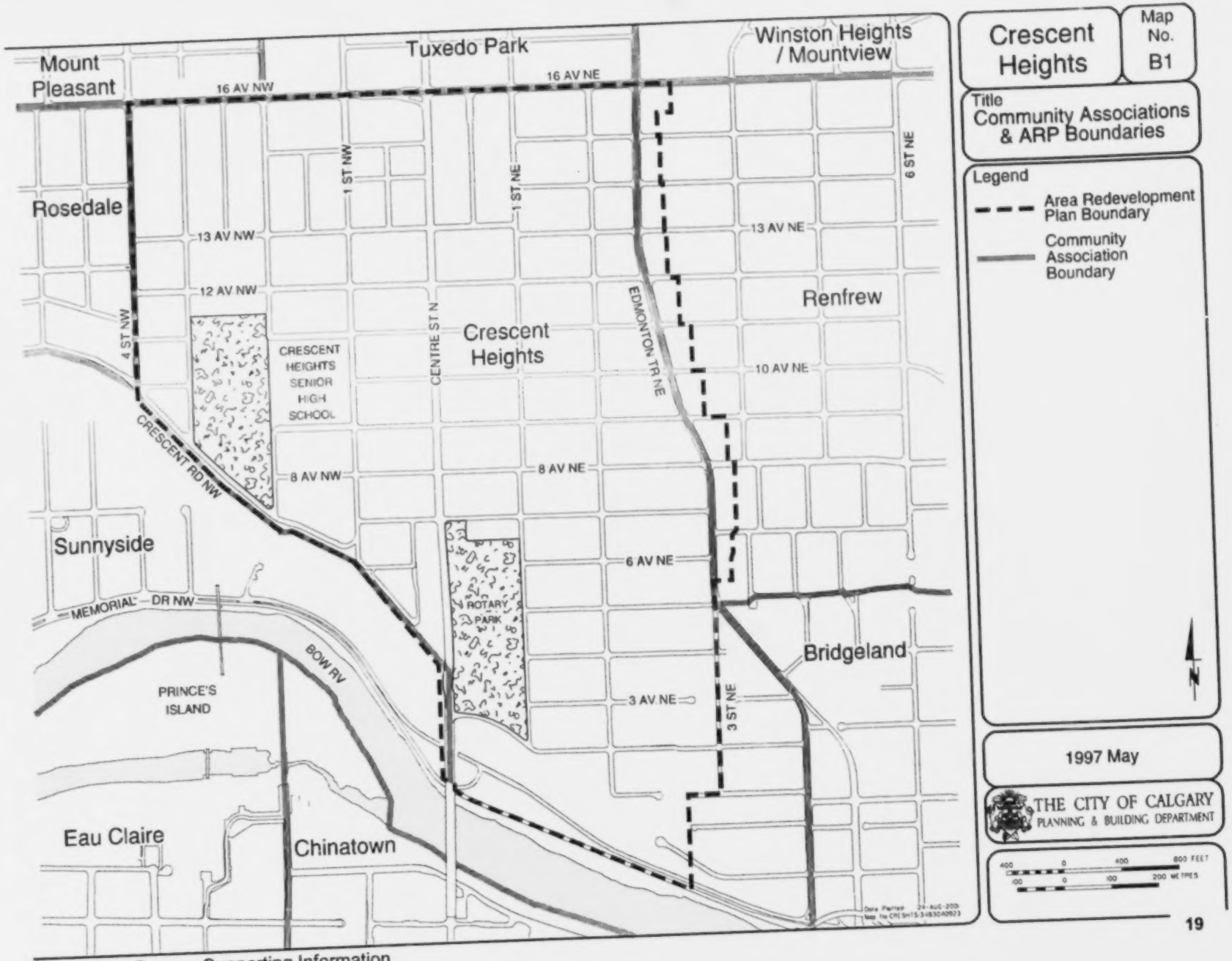
3.1 Location

The Crescent Heights ARP boundaries are:

North - 16 Avenue N.
West - 4 Street NW.
South - Crescent Road NW from 4 Street NW to Centre Street N; Memorial Drive NE from Centre Street to halfway between 2 and 3 Streets NE.
East - approximately 150 feet or the lane east of Edmonton Trail NE between 16 & 5 Avenues NE, 3 Street NE between 5 & 1 Avenues and west 250 feet on 1 Avenue to Memorial Drive.

Crescent Heights is one of the closest residential communities to the downtown core. Having two vehicular river crossings (Centre Street Bridge and the Langevin Bridges off Edmonton Trail), access to downtown is excellent. The north boundary of the community, 16 Avenue, is the Trans Canada Highway.

As noted in the white pages (Section 2.1) the ARP boundaries are different from the Crescent Heights Community Association boundaries (Map B1).


Crescent Heights
Map No. B1
Title
Community Associations & ARP Boundaries
Legend
Area Redevelopment Plan Boundary
Community Association Boundary
Mount Pleasant
Tuxedo Park
Winston Heights / Mountview
Rosedale
Renfrew
Crescent Heights
Sunnyside
Bridgeland
Eau Claire
Chinatown
PRINCE'S ISLAND
ROTARY PARK
CRESCENT HEIGHTS SENIOR HIGH SCHOOL
16 AV NW
16 AV NE
13 AV NW
13 AV NE
12 AV NW
10 AV NE
8 AV NW
8 AV NE
6 AV NE
3 AV NE
1 ST NW
1 ST NE
4 ST NW
6 ST NE
3 ST NE
CENTRE ST N
EDMONTON TR NE
CRESCENT RD NW
MEMORIAL DR NW
BOW RV
1997 May
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
400 0 400 800 FEET
100 0 100 200 METRES

3.2 Topographic & Natural Features

Crescent Heights is located at the top of the escarpment north of the Bow River. The lowest point of the community is in the southeast near Edmonton Trail NE at 3,460 feet above sea level while the high point is along 16 Avenue at 3,550 feet elevation. The Downtown can be seen from various places in Crescent Heights and houses and apartments in Crescent Heights can be seen from the Bow River Valley. On the east side of Centre Street, from the north end of Centre Street bridge to 7 Avenue there is a natural escarpment as well as a cultivated area with steps up the hill to the park. Due to the age of the community the boulevards have many mature trees, especially elm and green ash. Most properties have an abundance of vegetation.

3.3 History

3.3.1 A Walk Through Crescent Heights Past

A visitor to the City of Calgary at the turn of the century would have looked up at the hill to the north side and would have seen only one or two houses and a few teepees surrounded by farmland.

Subject: *Sheep grazing on present (1984) location of Crescent Heights High School, Calgary*
Date: *1914-18*
Photographer: *Ed Smith, Calgary*
Source: *Glenbow Museum*

On the northwest side of the hill, then called North Hill, was the McArthur family home. In 1906, the entrepreneur A.J. McArthur had acquired a parcel of farmland north of the city of Calgary. In 1907, he subdivided and developed the land with homes and shops and registered it as the Village of Crescent Heights. The McArthur family home was located where the Latter Day Saints Church is today.

A.J. McArthur was the founder of the Centre Street Bridge Company Ltd. and the original builder of the bridge. The bridge was used as an alternative to the Louise Bridge for the transport of gravel from the North Hill to downtown. The structure was not, of course, the same as the one we see today. The building of the bridge took a few years. During the initial phase of construction the north span collapsed and floated away. Finally in 1917, the bridge was completed and the lion statues added to the final design.

In 1908 the City of Calgary extended its borders and in 1910 Crescent Heights, together with Riverside, was officially annexed as part of the city, all in accordance with the Greater Calgary Bill passed by the Provincial Government. In 1915 a Bill indicated the City planned to tax the new area at about $5.00 per acre or $0.75 cents per lot, until water and electricity were delivered to the area.

Towards the end of 1907 a meeting was held in the local Baptist Church to organize the Crescent Heights School District No. 1768 of the North West Territory. From 1909 to its official opening as the Crescent Heights High School in 1929, the school was located on different sites north and east of its present location.

Many famous visitors have come to the Crescent Heights School through the years. In 1967 Governor General Roland Michener visited the school and in 1969 Prince Philip, the Duke of Edinburgh, came to present the Duke of Edinburgh award to six Crescent Heights graduates.

The Crescent Heights community hall was constructed at the northeast end of Crescent park, west of the Crescent Heights School. The curling facility was built north of the hall but was destroyed by fire in 1995. It is scheduled to be rebuilt in 1996.

A block over from the school is Centre Street, where shops and restaurants have changed hands through the years. Some businesses, such as Tigerstedt, the typing machines and printing shop and Jensen's for radios and televisions sales and repairs, have kept their original names.

During the war years and for sometime after that, the homes on 8 Avenue east of Centre Street still prided themselves with an unspoiled view of the city centre. From the homes, during the winter time, children would skate through the alleyways all the way to the skating rink in Rotary Park.

South of the rink was the area owned by the McHugh family. This was an open area with lots of choke cherry and Saskatoon berry shrubs where young people used to gather. This area became an issue of "morality" with City Council members and later was levelled of the trees and shrubs to avoid young people meeting there.

From McHugh bluff (on the east side of the bridge) to the escarpment (on the west side where the street car used to stop on its way from Sunnyside and where one house still boasts of a friendly ghost), all the way north to 16 Avenue and east to Edmonton Trail, Crescent Heights has certainly grown. Crescent Heights has kept a mixture of architecture and density and still holds today, many interesting stories of the people that call this area their home.

A lot of residents of the Crescent Heights and Mount Pleasant Area, as the east side of Centre Street around Rotary park was called, took prominent positions in the city business, sport and political arenas. From the Forzani's kids to the young couple, the Southerns, who lived on the east side and later founded Atco and Spruce Meadows, to "Bob" Shepp who took up a high post with CP-CN and J.C. Mahaffy, first president of Alberta Trunk Line.

Contributed by Angie Williams (Crescent Heights resident and CPAC member).

3.3.2 Heritage Conservation

The Crescent Heights Community Association has applied for a grant from the Alberta Historical Resources Foundation. They hope to conduct an inventory, collect information to facilitate the writing of local histories and historic walking tours as well as identify buildings whose owners could request a historic site designation. If approved this project will take place January-August 1996.

Significant heritage resources can only be protected in Alberta through Provincial legislation. This legislation restricts the changes which can be made to designated sites. Only sites owned by the government or offered by private owners have been designated.

The Historical Resources Act enables the Province to designate a property as a Provincial Historic Resource (highest level) or a Registered Historic Resource (lower level). All properties designated by the Province are eligible to apply for funds to assist in the costs of restoration and rehabilitation from the Alberta Historical Resources Foundation. Once designated, the legislation severely restricts the changes that can be made in the heritage building.

The Act also enables municipalities to designate properties as Municipal Historic Resources, but under the provisions of the Act, the municipality must compensate the owner for any loss of economic value arising from the designation.

The City of Calgary has an "Inventory of Potential Heritage Sites" built prior to 1945. Sites on this list are classified as follows:

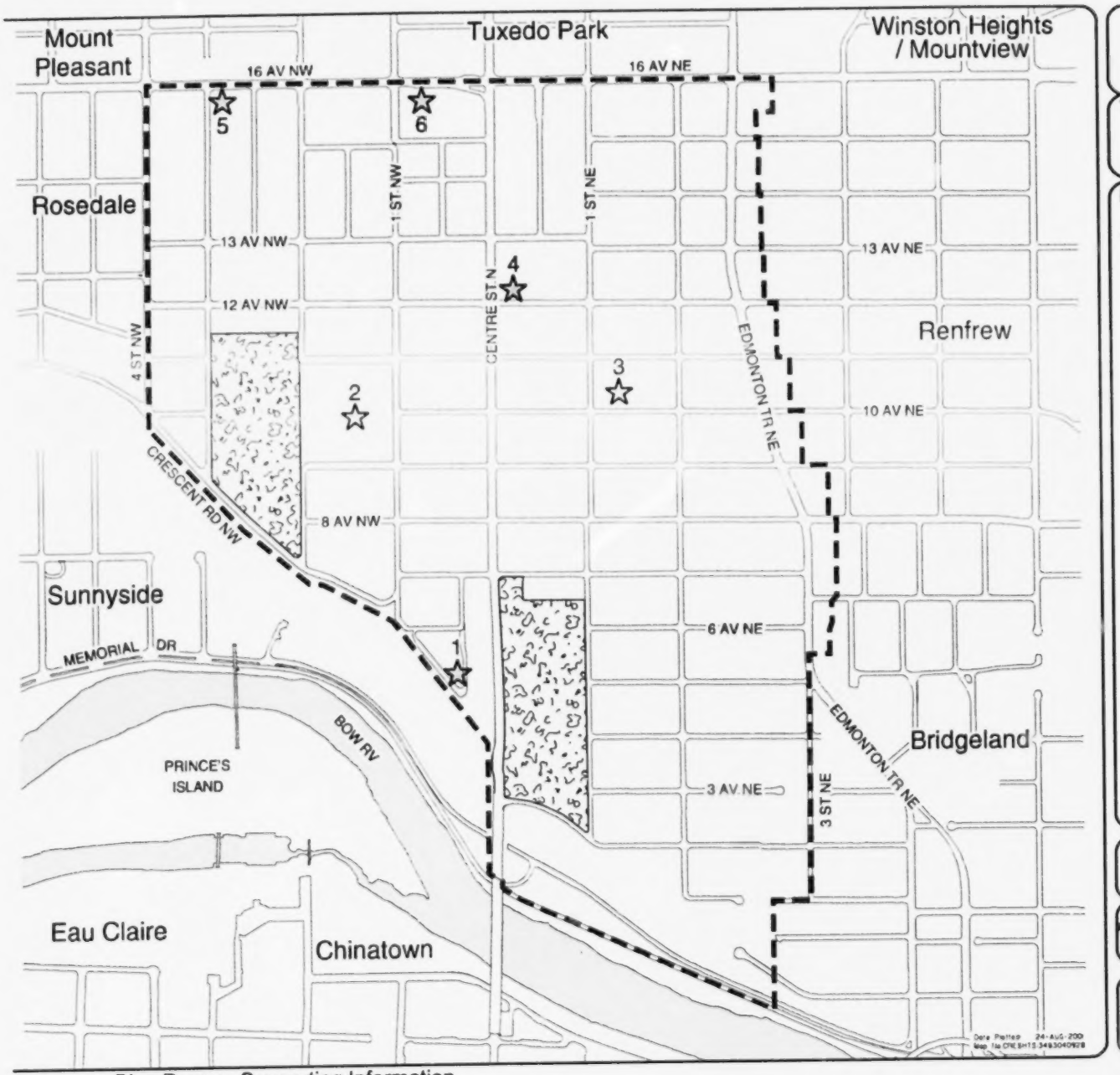
Category A - Site or building is notable, unique or rare.

Category B - Significant in certain respects.
- Worthy of consideration for designation under the Historical Resources Act.

Category C - Significant potential heritage resource.
- Preservation encouraged by the City of Calgary.
- Preservation strategies should be in response to significant aspects of the site.

Category D - Potential heritage resources that contribute to the character of the surrounding community.
- Retention is encouraged by the Heritage Advisory Board.

There is no legislation or administrative process to specifically protect the "historic character" of a community when it refers to a general architectural style or type of house construction. The only way to maintain the character is to try to ensure that new construction reflects some of the architectural and siting (e.g., lot sizes) elements common in the older homes. The development approval process places substantial importance on ensuring new development respects the existing streetscape.



Crescent Heights

Map No. B2

Title

Potential Heritage Sites

Legend

- Area Redevelopment Plan Boundary
- 1 Bueno Vista Residence
- 2 Crescent Heights High School
- 3 Sharon Evangelical Lutheran Church
- 4 Crescent Heights Library
- 5 St Michael & All Angels' Anglican Church
- 6 Crescent Masonic Lodge

1997 May

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

400 0 400 800 FEET
100 0 100 200 METRES

The following buildings, shown on Map B2, are on the City of Calgary's "Inventory of Potential Heritage Sites."

Bueno Vista Residence

1912 Category B
102 Crescent Road NW

Locally known as Bueno Vista, this home was built in 1912 by early Calgary pioneer Thomas A. Clauston. It was one of the first homes built in Crescent Heights after the community was annexed by Calgary in 1910. In 1928 the home was sold to Edna Atkinson, a local school teacher, who with the assistance of family members renovated the home to accommodate tenants. Today, the Bueno Vista Residence is vacant.

Source: City of Calgary Planning & Building Department Inventory of Potential Heritage Sites

Crescent Heights Senior High School

1928 Category C
1019 - 1 Street NW

The idea of building a school in Crescent Heights took root in 1907 when a meeting was held to organize the Crescent Heights School District No. 1768. Prior to its official opening in 1929, the school had been located at various sites north and east of its present location under different names. Between 1915 and 1918, for example, the school was known as the Crescent Height Collegiate Institute and operated under the same roof as the Balmoral Elementary School. Today, the school is an integral part of the Calgary educational system and is an important community landmark.

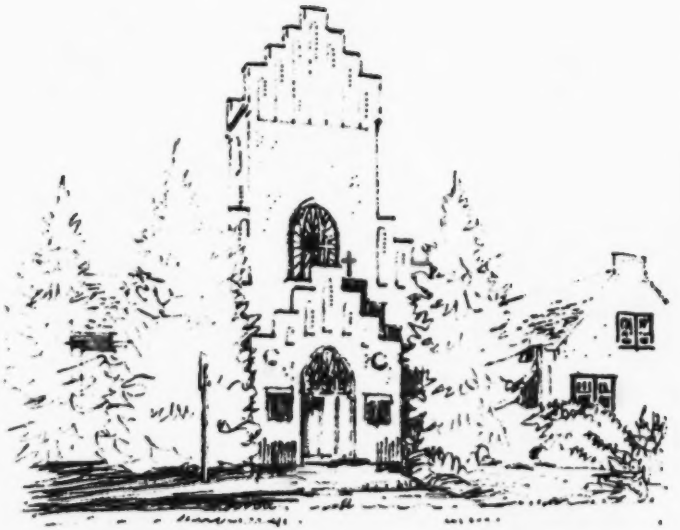
Source: Angie Williams (CPAC member)

Sharon Evangelical Lutheran Church

1931 Category C
210 - 10 Avenue NE

Calgary's Danish population organized its first Evangelical Lutheran congregation in 1913, but for many years the members worshipped in Trinity Lutheran Church, associated with the city's Norwegian residents. The present church, the congregation's first structure of its own, was erected in 1931 to the designs of Holnne Moller. The stucco-covered building is characteristically Scandinavian, with its four repeated stepped gables over the entrance, the facades and atop the tower. The pointed-arched doors and windows refer to the gothic Revival style traditional for church buildings throughout the western world. The hard geometric character is also representative of art deco design of the period. The interior features a fine hand-carved oak screen by sculptor Neils Wiesmose.

Source: City of Calgary Planning & Building Department Inventory of Potential Heritage Sites



Crescent Heights Library

1939 Category C
1304 Centre Street NE

The Crescent Heights Library was opened at 1816 - 1 Street NW in October 1923. In 1943 the City purchased the White Spot coffee shop and dance hall at 1304 Centre Street NE and relocated the library to this location. The library at that time had a membership of 3,500, half of whom were children. Crescent Heights Library was the first branch library in Calgary. It closed permanently in July 1993 and plans to sell the building for commercial reuse are proceeding.

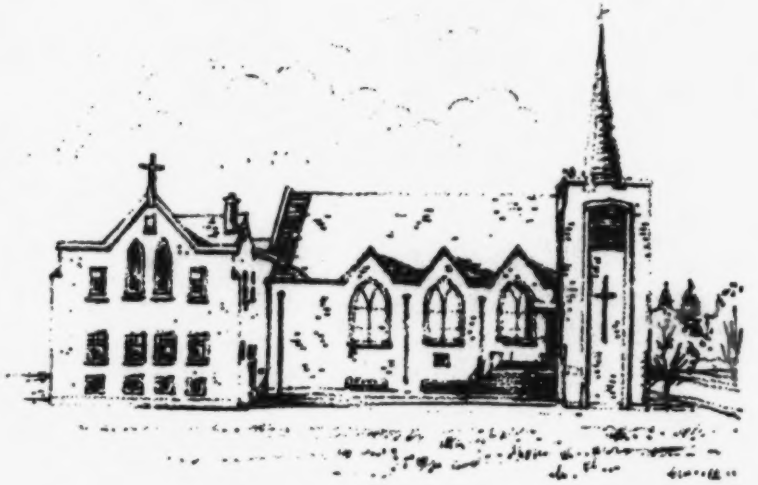
Source: Angie Williams (CPAC member)

St. Michael & All Angels Anglican Church

1929 Category C
335 - 16 Avenue NW

The St. Michael and All Angels Anglican Church was founded in 1909 when the surrounding Crescent Heights was still a village. Since then, the church has undergone several phases of growth and transition. Not the least of these was in 1928 when the church was rebuilt after the north wall collapsed and the building was condemned by the City. Over time additions have occurred and today, the stately building bears little resemblance to the first frontier structure.

Source: The Anglican Church in Calgary. Century Calgary Publications



Crescent Masonic Lodge

1921 Category D
131 - 16 Avenue NW

Freemasons first met in Calgary in 1883, and a year later a Masonic Lodge was organized in the city. Crescent Masonic Lodge, built in 1921, is one of the four Masonic halls erected early in the century, and may be the oldest purpose-built Masonic Lodge standing in the city. It is a plain building, two-stories high, with a stucco facade and pseudo-half-timbered gable on the front, with wood siding and shingles on the sides and rear.

One source suggests that the building was originally the Rosedale Presbyterian Church, sold to St. Michaels for a parish hall in 1916 and then resold to the Masons in 1923.

The property is now owned by the City.

Source: *City of Calgary Planning & Building Department Inventory of Potential Heritage Sites*

The Anglican Church in Calgary Century Calgary Publications

3.4 Environmental Issues

3.4.1 Context

Historically, Area Redevelopment Plans have dealt with issues such as road networks, open space, residential redevelopment, and other matters which contribute substantially to the quality of life in any given community. ARPs now play more of a role in increasing awareness of environmental issues and encouraging compliance with acceptable environmental practices.

Crescent Heights has two major areas of environmental concern:

1. The Bow River Valley Escarpment and in particular the McHugh Bluff.

   Any new development or redevelopment adjacent to the escarpment should provide a 60 foot (18 metre) development setback from the top of the escarpment, or a slope stability setback line as determined by a qualified engineering consultant and approved by the City Engineer, whichever setback is greater. The setback area should apply to parking areas as well as buildings. Appropriate measures, to the satisfaction of the Development Authority, should be undertaken, by the applicant, to prevent erosion or seepage impacts on slope stability.

2. Uncertainty exists with respect to contamination from past and present commercial operations along Centre Street, Edmonton Trail, 16 Avenue and other areas. The outline below summarizes the City policy with regard to development on potentially contaminated sites.

3.4.2 Policies for Contaminated Properties

The Alberta Environmental Protection and Enhancement Act recognizes that correcting environmental pollution requires vigilance and voluntary cooperation of landowners, scientific experts, provincial and municipal governments.

In 1995 Council approved a report titled "Interim Policy for Site Contamination and the Land Use Redesignation and Development Permit Approval Process" which should be consulted for a complete explanation. The following is a summary only.

What is a Contaminated Property

Contaminants, in the soil or ground water may:

- be a risk to human health and safety,
- damage the environment,
- cause the land to be unsuitable for development,
- be a financial and legal liability to current or future/owners.

The following are examples of activities which may have contaminated the soil or groundwater:

- battery recycling;
- car and truck sales and repair
- dry cleaning;
- gas stations and repair shops
- photofinishing;
- underground fuel storage tanks;
- and any other activity which may have polluted the soil or groundwater.

When redevelopment is proposed an environmental study is required prior to planning approvals.

How We Cooperate to Clean Up Contaminated Properties

To rezone or redevelop a property that is contaminated:

- Investigate and disclose any knowledge of past activities and environmental site assessments.

- The Planning & Building and the Engineering and Environmental Services Departments will check the records for past activities.

- An environmental consultant must prepare a "Remedial Action Plan" and have it endorsed by Alberta Environmental Protection and Calgary Health Services.

If contamination is suspected contact one of the following agencies:

Alberta Environmental Protection
24 Hour Environmental
Emergency/Complaints 1-800-222-6514

Calgary Fire Department, Hazardous
Materials Section 221-4511

Calgary Engineering &
Environmental Services,
Office for the Environment 268-8050

How Planning Approvals are Affected By Site Contamination

Type of Approval	Lower Risk of Exposure to People	Higher Risk of Exposure to People
Land Use Redesignation (rezoning)	Remedial Action Plan (RAP) deferred to the Development Permit	RAP required Prior to Council Approval
Development Permit	RAP required Prior to Release of the Development Permit	RAP required Prior to Approval of the Development Permit
Development Completion Permits	A consultant must certify that the RAP has been implemented to the satisfaction of Alberta Environmental Protection and Calgary Health Services	

Development Permits for signs, residential garages, non-structural renovations, home occupations, relaxations of Bylaw rules for existing buildings are not affected by this policy.

Policies for the subdivision approval process are being developed.

- The above procedures may change. Please contact the Planning & Building Department for updates.

3.5 Social Perspectives

3.5.1 Education

Residents of the Crescent Heights community district have received more post-secondary education than Calgarians as a whole. Of people 15 years and older in Crescent Heights, 20% have less than a high school level education compared with 28% in Calgary. 22.4% of people in Crescent Heights have a university degree compared with 16.5% of Calgarians.

Education

	Crescent Heights District*	Hillhurst	Sunnyside	Calgary
Less than High School	20%	19%	13%	28%
High School	13%	9%	11%	13%
Trades	3%	1%	1%	3%
Other Non-University	28%	27%	29%	26%
University Without Degree	14%	15%	18%	13%
University With Degree	22%	29%	28%	17%
Total	**100%**	**100%**	**100%**	**100%**

Source: *1991 Statistics Canada (20% sample data)*

* The Community District has approximately 850 more people and 575 more units than the ARP area.

3.5.2 Social Indicators

English

In 1991, the proportion of people who did not speak English in Calgary was almost three times larger than it was in Crescent Heights.

Seniors Living Alone

In 1991 44% of the seniors in Crescent Heights lived alone. The rate of seniors living alone in Crescent Heights was 1.5 times the rate for Calgary in 1991. While living alone is not necessarily a problem it could be if the person has health, mobility or economic difficulties.

Transiency

The rate of residents who moved in 1990 was 50% higher in Crescent Heights than in Calgary. A higher proportion of rental units explains the higher mobility rate.

Lone Parent Families

The proportion of Crescent Heights families with children, headed by lone parents is 50% higher than the Calgary average.

Social Indicators

	Crescent Heights District	Hillhurst	Sunnyside	Calgary
Do Not Speak English (20% sample data)	.7%	1.9%	.3%	1.9%
Non-Institutionalized Seniors Living Alone (100% data)	44.0%	44.9%	85.7%	29.3%
Residents (1 Year Old & Over) Who Moved In The Last Year (20% sample data)	36.6%	33.8%	34.8%	23.9%
Lone Parent Families (20% sample data)	30.8%	38.5%	50.0%	20.3%

Source: *1991 Statistics Canada*

3.5.3 Economic Indicators

Unemployment

In 1991 the unemployment rate for young people was lower in Crescent Heights than in Calgary, while it was similar for the 25+ group.

Poverty

In 1991 the percentage of Calgary residents who lived below the low income cutoffs defined by Statistics Canada was 17.8%. Crescent Height's rate is 24.4%, 1.4 times that of the City.

Economic Indicators

	Crescent Heights District	Hillhurst	Sunnyside	Calgary
Unemployment				
Young People (15-24)	7%	9%	14%	12%
Adults (25+)	7%	8%	9%	7%
Poverty*	24%	25%	28%	18%

Source: 1991 Statistics Canada (20% sample data)

* *Spend more than 54% of their income on food, clothing and shelter.*

Persons Receiving Supports for Independence (SFI) (1994)	5%	4%	3%	5%
Children Living in Households Receiving SFI 1994	13%	10%	10%	8%
Seniors Eligible for Guaranteed Income Supplement (GIS) 1993	34%	28%	35%	32%
1991 Index of Median Incomes	107.3	105.9	104.1	100

Source: Planning & Building Department

Income

The percentage of people receiving Support for Independence (SFI) in 1994 was only slightly higher in Crescent Heights (5.3%) than in Calgary (4.9%). However, the rate for Crescent Heights children was 60% higher than the average for Calgary. Approximately 165 adults and 65 children in Crescent Heights receive SFI.

The percentage (34.0%) of Crescent Heights seniors (aged 65+) in 1993 who were eligible for Guaranteed Income Supplement was slightly higher than the percentage (31.8%) of Calgary seniors.

The median income of individual (not household) Crescent Heights tax filers in 1991 was $23,500 compared with $21,900 in Calgary as a whole. (A median falls in the middle of a distribution with an equal number of cases above and below it.)

3.5.4 Community Facilities and Services

It is difficult to draw conclusions from a comparison of the number of community facilities across different communities. Crescent Heights does have a lower number of seniors' facilities (1) and daycares (0) than a sample of other inner city communities. The lack of an elementary school in the community is considered unfortunate by many residents who feel it is difficult to attract families when the local school is well beyond walking distance.

There is currently no indication that community residents in need of social supports are faring differently than other Calgarians in terms of access or knowledge of various services.

Crescent Heights Baptist Church has been active in the community since 1909 providing valued programs beneficial to Crescent Heights residents. The Church is committed to remaining within Crescent Heights to continue their tradition of community involvement. The Church is growing within an aged structure which for various reasons will need to be redeveloped in the near future.

The Crescent Road Mormon Chapel has been located on Crescent Road since 1945. The Church operated out of a large home on the site until the present building was constructed in 1975.

3.6 Existing Land Use

Land Use Designations (Zoning)

		Crescent Heights ARP Area	Calgary
Low Density (R-1, R-2)	103.26	44.7%	16.0%
Low Density (RM-2) Mainly Townhousing	33.50	14.5%	
Medium Density (RM-4, RM-5) Mainly Apartments	18.48	8.0%	1.9%
Commercial (C-1 to C-3)	30.72	13.3%	1.0%
Direct Control	14.32	6.2%	12.0%
Recreational (PE)	30.72	13.3%	14.7%
Industrial			6.6%
Agricultural			3.1%
Urban Reserve			44.7%

Total 231 Acres

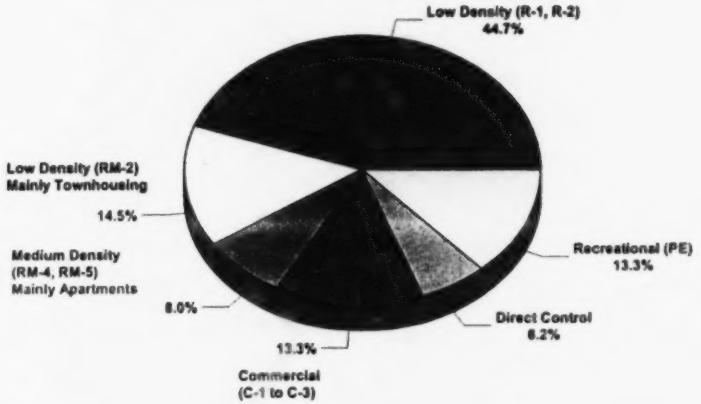
Existing Land Use

Low Density Residential	129.59	56.1%	18.1%
Multi-Family Residential	31.42	13.6%	2.1%
Commercial	29.57	12.8%	9.1%
Institutional	9.93	4.3%	6.7%
Recreational	30.49	13.2%	8.5%
Industrial		0%	3.6%
Vacant			44.0%
Farmland			7.6%

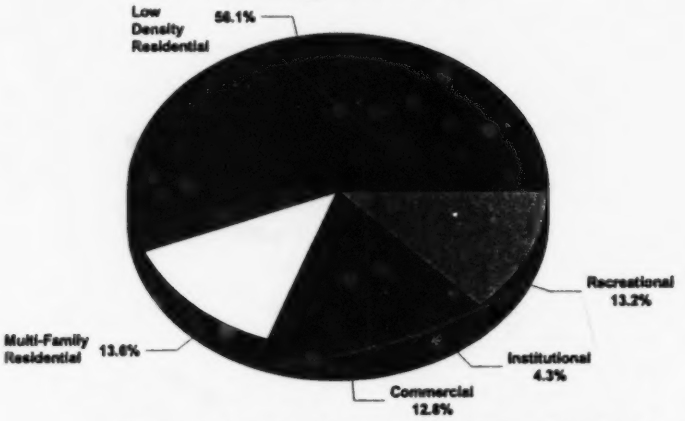
Total 231 Acres

Source: *Planning & Building Department (Assessment Data December 1993)*

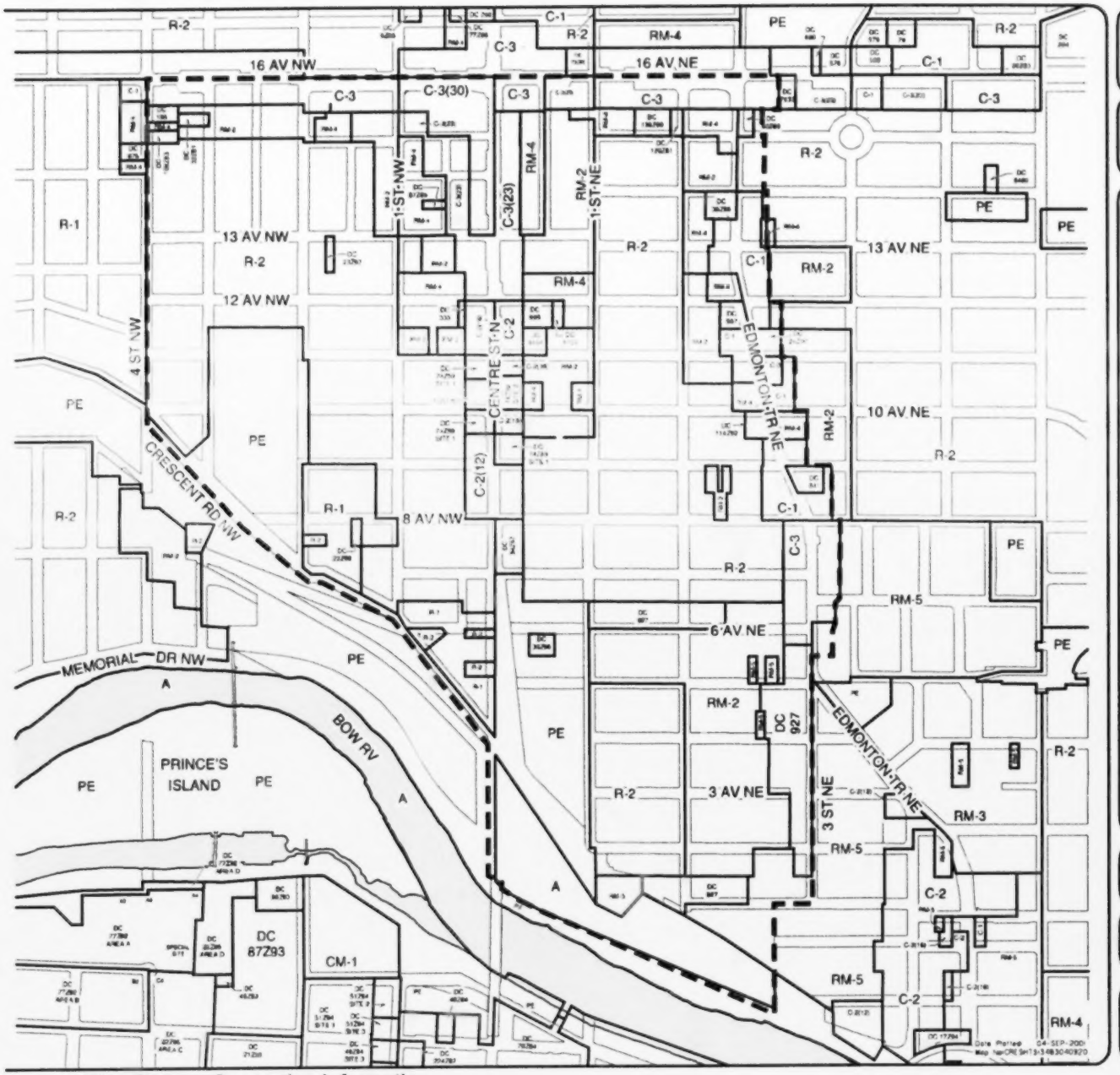
Land Use Designations



Existing Land Use



The existing land use designations (zoning) are shown on Map B3 and the existing land uses are shown on Map B4.



Crescent Heights

Map No. B3

Title Existing Land Use Designation as of July 17, 1996

Legend

- Area Redevelopment Plan Boundary
- C-1 Local Commercial
- C-2 General Commercial
- C-3 General Commercial
- DC Direct Control
- PE Public Park, School and Recreation
- R-1 Residential Single Detached
- R-2 Residential Low Density
- RM-2 Residential Low Density Multi Dwelling
- RM-4 Residential Medium Density Multi Dwelling
- RM-5 Residential Medium Density Multi Dwelling

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400 0 400 800 FEET
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Crescent Heights

Map No. B4

Title

Existing Land Use

Legend

- Area Redevelopment Plan Boundary
- Low Density Residential
- Medium Density Residential
- Commercial
- Open Space, Park or Community Facility
- School
- Church
- Community Hall

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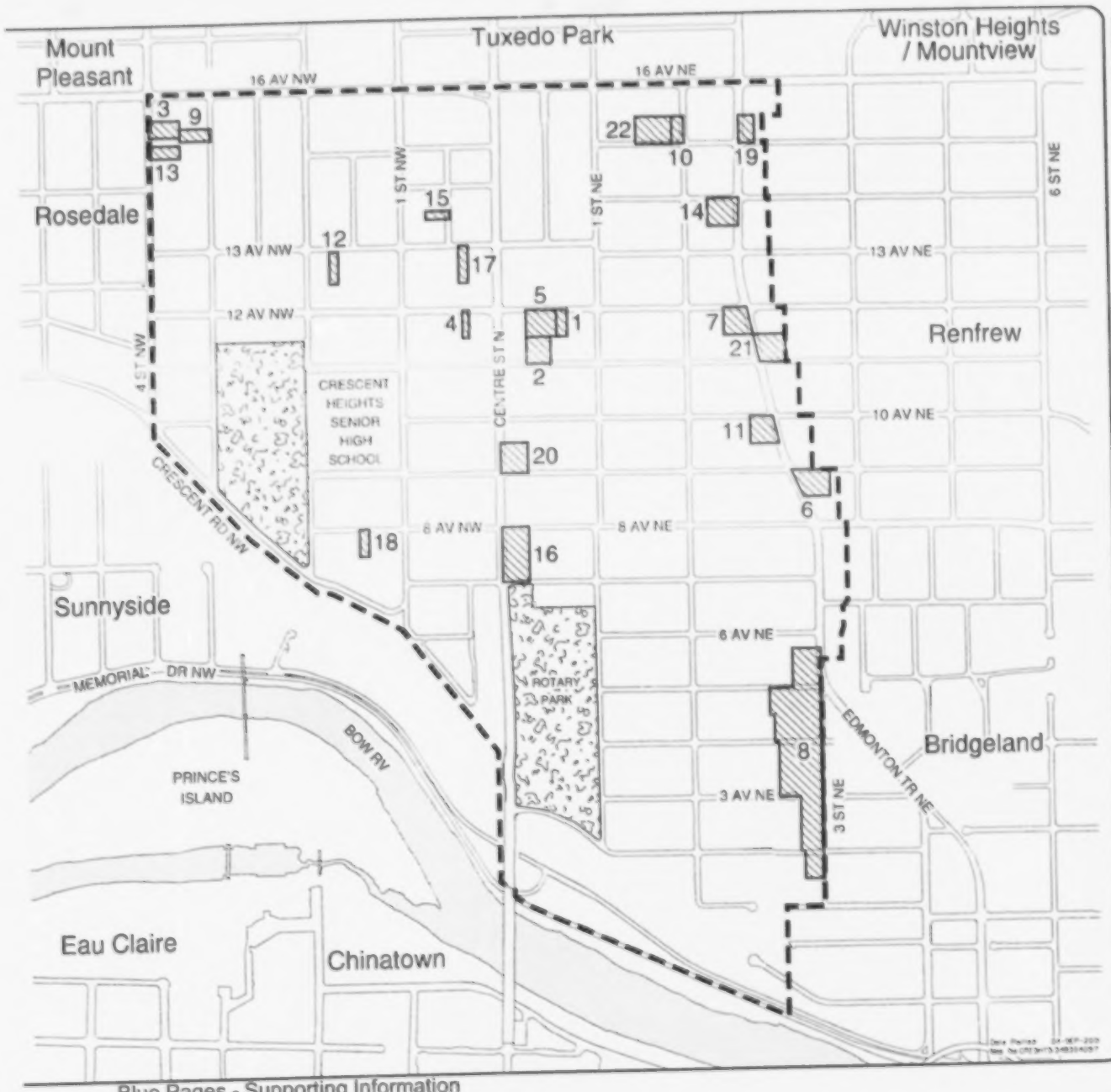

Crescent Heights

Map No. B5

Title

Direct Control Sites

Legend

Area Redevelopment Plan Boundary

19 For description of sites see Section 3.6.1

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3.6.1 Existing Direct Control Sites

Site	Address	Bylaw #	Council Approval Date	Former Zoning	Approval Use/ Development Guidelines	Existing Use
1.	125 - 12 Avenue NE	8105	January 1971	R-3	Two additional suites	6 unit apartment
2.	Portion of 1212 Centre Street NE	8454	January 1972	R-3	Automotive service centre and car wash	Service station and car wash
3.	1614 & 1616 - 4 Street NW	166	December 1973	R-3 Transitional	Dry cleaning plant	Dry cleaners
4.	Portion of 113 - 12 Avenue NW	335	September 1975	R-3 Transitional	Office building subject to lane closure	Parking
5.	Portion of 1216 Centre Street NE	698	May 1978	C-1	Commercial and residential mixed use	Parking
6.	409 - 9 Avenue NE	841	June 1979	C-1	Local commercial and convenience store	Ukrainian Youth Association, Health Club, Drug Store
7.	1211 Edmonton Trail NE	887	October 1979	R-3	Local commercial	Gas bar
8.	316 & 322 - 1 Avenue NE 351 & 354 - 2 Avenue NE 340 & 354 - 3 Avenue NE 340, 343, 345, 346 & 350 - 4 Avenue NE 337, 341, 348, 350 & 355 - 5 Avenue NE 315, 607, 611 & Portion of 617 Edmonton Trail NE	927	January 1980	R-4	R-4 with a minimum site area of 750 sq ft per unit	Different types of residential
9.	1611 - 3 Street NW	32Z81	February 1981	RM-4	RM-2 plus commercial school	Single-detached dwelling
10.	238 - 15 Avenue NE	129Z81	July 1981	RM-4	Surface parking	Parking
11.	329 & 333 - 10 Avenue NE	114Z82	June 1982	RM-4	Office building	Single-detached dwellings

Site	Address	Bylaw #	Council Approval Date	Former Zoning	Approval Use/ Development Guidelines	Existing Use
12.	229 & 231 - 13 Avenue NW	23Z83	February 1983	R-2	R-2 plus local commercial convenience store	Store & single-detached dwelling
13.	1602 & 1606 - 4 Street NW	102Z83	September 1983	RM-4 & DC	14 unit apartment building	2 single-detached dwellings
14.	1409 Edmonton Trail NE	35Z85	June 1985	DC	Local commercial plus pasta production & radio station	Italian grocery store
15.	1411 Centre B Street NW	87Z85	November 1985	RM-4	RM-4 plus offices in the existing structure	Residential single-detached
16.	818 Centre Street NE	34Z87	April 1987	DC (177Z82)	Local commercial (C-1A) with some exceptions	Restaurant & shops
17.	111 - 13 Avenue NW	99Z87	July 1987	RM-2	Storage of motor vehicles	Vehicle storage
18.	217 & 219 - 8 Avenue NW	22Z88	March 1988	R-2	Single-family dwellings plus existing duplexes or semi-detached units	Semi-detached
19.	1600 Edmonton Trail NE	60Z89	June 1989	R-2	Professional office in existing structure	Pest control business
20.	1000, 1015, 1121 Centre Street NE 1110 Centre Street NE	74Z89	July 1989	C-3	C-2(12) C-2(16)	Office buildings & bank
21.	1204 Edmonton Trail NE	24Z90	April 1990	C-1	C-1 local commercial plus one lounge	Shops & restaurant with a lounge
22.	220-234 - 15 Avenue NE	139Z90	December 1990	RM-4	RM-4 plus surface parking for Peter's Drive-In only	Parking

3.7 Residential Development

3.7.1 Development Potential

In the Crescent Heights ARP area there are approximately 12.1 hectares (30 acres) of residential land that is not developed to the potential allowed in the land use district.

Development Activity
1991 January 01 to 1995 August 29

Commercial

Parking	4
Auto Related	3
Personal Service	8
Retail	9
Restaurant	15
Office	5
Other	2

Residential

	West of Centre Street	East of Centre Street
Home Occupations	6	17
Relaxations for existing units	8	11
Additions	16	22
New		
Single detached	12	6
Semi detached	1	1
Townhouses	0	3
Apartments	2	3

Development Potential

	Existing Under - Developed Land	Potential # Units	-	Existing Units (11 upa)	=	Potential Increase # Units
RM-2	21.3 ac x 29upa	617	-	234	=	383
RM-4	7.5 ac x 60	450	-	82	=	368
RM-5	1.4 ac x 85	119	-	15	=	104
DC & Mixed	2.6 ac x 29	75	-	28	=	47
	32.8 ac	**1,261**	-	**359**		**902**

Source: *Planning & Building Department Assessment Data December 1993*

Most of the land is zoned RM-2, however, there is also some RM-4 and RM-5 land that is developed as single-detached or duplex housing. If this land were developed to its full potential (29 units per acre in RM-2 and 60 units per acre in RM-4) there could be an increase of approximately 900 units in the community. Using the occupancy rates (RM-2 1.9 people per unit and RM-4/5 1.4 people per unit) this dwelling unit increase could result in a population increase of approximately 1,500.

3.7.2 R-2 to R-1 Redesignation Proposals

There was a strong interest by landowners in certain areas of the community to redesignate some R-2 land to the more restrictive R-1. (The R-2 designation allows duplexes, semi-detached units, suites in homes on 50 foot lots and detached houses on 25 foot lots. R-1 only allows detached homes on 50 foot or larger lots.) These areas which were suggested for redesignation are located on the west side of the community, close to the escarpment. They are generally developed with larger detached homes similar to other R-1 areas in the inner city.

There was also a strong appeal by some community members for a general redesignation of all R-2 areas in the community to R-1. The argument put forward was that the R-1 designation was necessary to further stabilize the community, a necessity if there was a desire to attract families with children to the area. After extensive discussion it was decided by the City and community representatives not to pursue the general redesignation but to further research more limited redesignations in the specific areas west of Centre Street N.

A major survey was undertaken by the City to determine the level of support for the R-2 to R-1 designation in these areas. Most of those responding to the survey desired the redesignation but the overall level of owner support was below the 70+% level used, in other such redesignations, as the threshold below which the Planning & Building Department will not recommend redesignation to City Council. The 70% level has been generally accepted as a minimum support level by City Council. As well as the issue of density loss stemming from a rezoning which raises concerns with the Civic Administration, it is vital when the planning merits are limited to have almost full agreement of the affected parties. As such levels of support were not reached these proposals for redesignation were not pursued in the ARP.

3.7.3 Other Residential Redesignations Proposals

The Crescent Heights community had been subject to a major redesignation in 1980 through the North Bow Special Study. Much of the community had its zoning density reduced and a conservation and infill policy was put in place to increase the stability of the area. The rationale for the redesignations as explained in the relevant policy approvals were:

In a number of R-3 and R-4 areas in North Bow, residents have expressed a desire to reclassify their properties back to R-2. Many of these sites although classified to a higher density, have never developed beyond a single family or duplex use and should be considered for conservation and rehabilitation.

North Bow Design Brief 1977

It is recommended that the Crescent Heights/ Regal Terrace area be maintained and protected as a family oriented neighbourhood.

North Bow Special Study 1979

Originally the community had proposed that any sites which had remained undeveloped to higher densities since the 1980 redesignation should be rezoned to reflect the existing land use - usually detached housing. The ARP process addressed these sites and reduced the number which could be reasonably considered for rezoning based on factors such as quality of housing, adjacent uses, and proportion of detached housing. Owners of sites which remained candidates were contacted, in some cases several times, to determine their support for redesignation of their property. In addition to this process other sites which could possibly accommodate higher densities were considered.

Few sites were readily justifiable on planning merits for residential redesignation. These redesignations are supported by the ARP and are shown on Table 1 in the white pages.

There are a number of sites identified for owner-initiated redesignations. In the case of these sites the Planning & Building Department will support, in principle, the specified redesignation. The landowner will have to apply for the redesignation at their cost. City Council may still refuse the application.

3.7.4 Development Guidelines

The Crescent Heights community faces a challenge similar to many inner city communities: How to allow redevelopment and change to occur while maintaining the stable atmosphere many people want in their community? The problems are exacerbated somewhat, in Crescent Heights, since there has historically been a mix of land use designations resulting in blocks with a mixture of detached housing, apartments and townhouses. Such a mix is not considered by the community as conducive to creating strong community identification or a stable neighbourhood.

In an attempt to address the issue the ARP proposes development guidelines to 'ease' the change from lower to higher density development in the community. The guidelines, which in most cases simply record current policy, are designed to improve the fit between old and new development on the same street frontage.

The exercise to prepare the guidelines included a survey of development, in the community, in a effort to determine whether there was any particular architectural style or feature which should be emulated. The results of this survey, which essentially documented that there is a very wide range of styles in the community, are included in this section.

3.7.5 Centre A Street NE

The west side of Centre A Street NE is currently a mix of vacant lots, parking lots and older homes in generally poor repair. Almost all the property is owned by Centre Street commercial landowners who purchased the land before 1980 when City bylaws allowed the development of parking lots on the land.

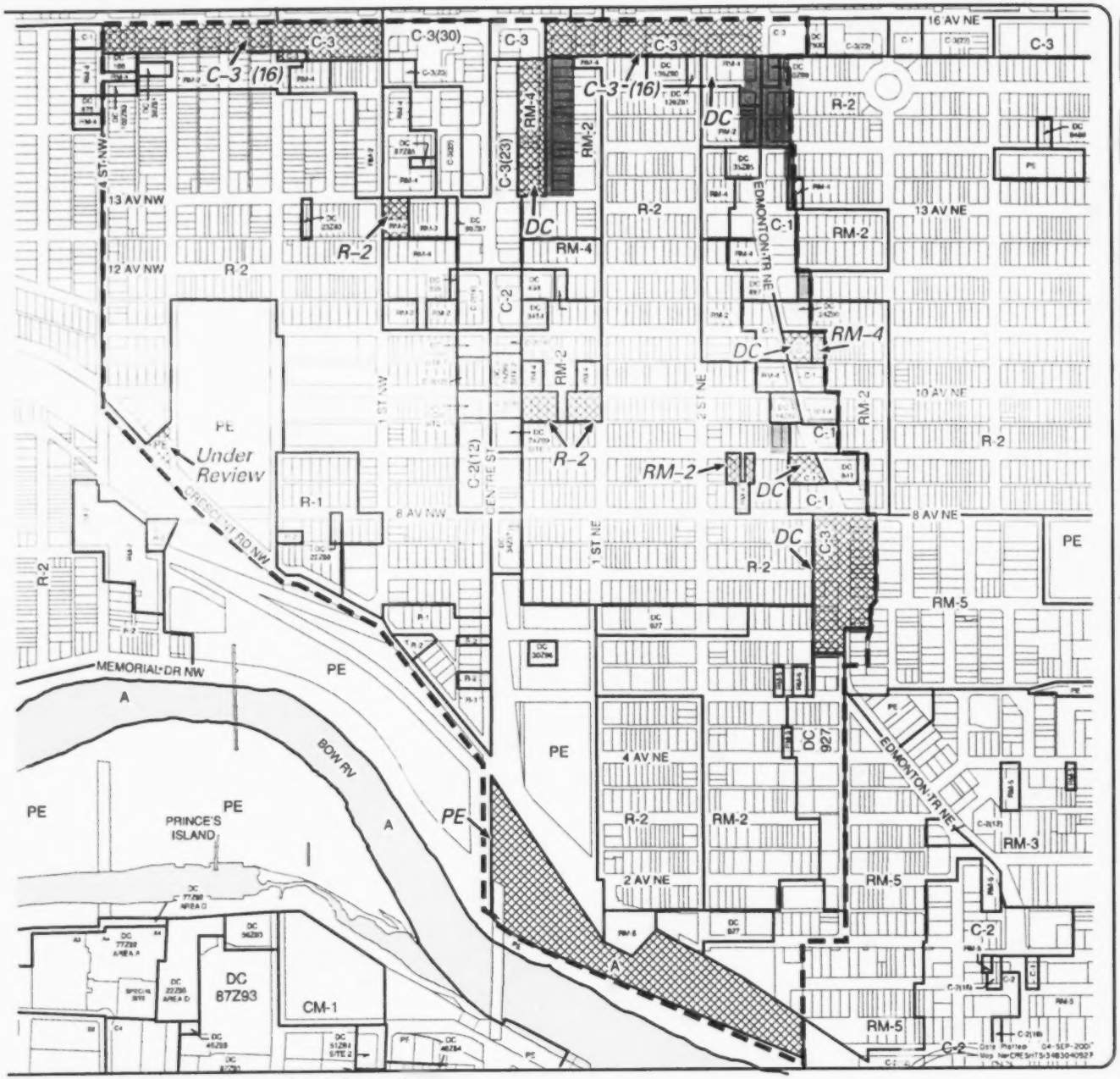
The lack of a lane between the commercial and residential lands and the small size of the commercial properties fronting onto Centre Street create problems in maintaining a viable commercial strip. Some of the businesses on Centre Street do not have sufficient parking or access opportunities without the use of the RM-4 land fronting onto Centre A Street. The general area of the 16 Avenue and Centre Street intersection is intended to develop as a mixed commercial/ residential node supporting transit use and the flexibility provided by a mixed residential/parking designation will be valuable in facilitating such development.

In the long term the block could see major residential/commercial developments with the residential portions fronting on Centre A Street and the commercial on Centre Street. The ARP proposes redesignations to permit this type of development.

The major difficulty faced in allowing commercial parking on Centre A Street is protecting the residential environment for the properties on the east side of Centre A Street. The feedback which has been obtained from the landowners suggest that they would prefer well screened and landscaped parking as compared to the current chaotic and deteriorated development.

It is recognized that by allowing additional parking more intense development (although still in existing buildings) could occur along Centre Street. Such development is acceptable however, drinking establishments (bars) should be discouraged.

There is a desire to minimize the amount of commercial traffic on Centre A Street. This will be accomplished through controls on access to parking.



Crescent Heights

Map No. B6

Title

Proposed Land Use Redesignations

Legend

- Area Redevelopment Plan Boundary
- City Initiated (See Tables 1 & 2)
- Owner Initiated (See Tables 1 & 2)
- PE Proposed Land Use Designation

NOTE:

The Plan contains recommendations supporting owner initiated redesignations in principle. These are not shown on this map.

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Joint driveways into the lots should be created and shared by abutting owners. These driveways should be oriented as far north on the street as possible. Access to lots in the southern portion of the street should be located as close to 13 Avenue NE as possible.

Long term access could include an entryway from Centre Street to the parking areas on Centre A Street. It is recognized that this would require agreements between adjacent landowners however it should be pursued in redevelopment. Care must be taken to ensure a short cut route between Centre Street and Centre A Street is not created by such an access.

The ARP contains stringent minimum requirements for screening of any new lots which do develop and provisions to encourage adjacent owners to develop joint accesses into new lots.

The ARP proposes changes from the current RM-4 designation to a Direct Control (DC) designation with guidelines to allow major mixed use development on most of the block. This designation will also support the short term need for commercial parking lots fronting onto Centre A Street and will allow limited commercial development on 1601, 1605 and 1613 Centre A Street NE.

The ARP also supports owner initiated redesignations from RM-2 to RM-4 along the east side of Centre A Street. It is important to identify residential areas where higher density development could be accommodated with minimal impact. The east side of Centre A Street can well support apartment development close to commercial and transit services.

3.7.6 Crescent Heights Community Association Architectural Committee Report *(Edited) Summary*

One of the themes of the Crescent Heights Area Redevelopment Plan was the wish to maintain the character of most of the existing residential areas of the community. In order to make this statement meaningful it is necessary to observe and record the important features and characteristics of the Crescent Heights Community. To this end, a committee was formed to review the residential areas of the community. The entire residential area of the community was viewed (on bicycle) during three, 2 or 3 hour tours. Those characteristics that are found to be important will likely be incorporated in a set of design guidelines which will be included in the Area Redevelopment Plan. The design guidelines do not mandate any particular style of construction or preclude any alternative forms. They are intended only to guide

the City Planning & Building Department and developers in defining the important elements of the community when they consider future development. This process of developing design guidelines has been followed by at least 12 other communities as part of their redevelopment plans.

There is a wide variance in the size and designs of the residences in the community. Almost every conceivable architectural feature and style imaginable can be found in Crescent Heights. Some of these buildings, (and/or features) although not objectionable in their own right, do not integrate comfortably into the surrounding area. In trying to identify the features that define the character of the neighbourhood, most weight was given to the homes that were built during the late twenties and early thirties, since they make up the majority of the residences in the community. In the case of large apartments no outstanding buildings could be located, so these comments are restricted to smaller residential developments.

Lot Sizes

Most of the residential lots in Crescent Heights are small, and usually rectangular in shape. Sizes range from as small as 27' x 75' to 75' x 125', however the majority of homes are on lots from 25' to 37 1/2' frontage, and about 110' to 120' long.

Landscaping

The community is widely treed, with most homes having deciduous trees both in front of and in the yard. City boulevards are mostly planted with green ash and elm trees. Some homes have fences at the front of the yard. Almost all homes have fences on the sides of the yard.

Height

Building heights range from about 18' on bungalows to over 36' on some 2 and 2 1/2 storey houses. It was noted that tall (1 1/2 to 2 1/2 storey) homes are generally constructed in groups of at least 2, and usually more.

Front Yards

Front yards vary from only about 15' to nearly 30' when measured from the foundation of the home. Most homes are aligned on a street based on the projection of the porch or balcony.

Side Yards

Side yards vary from over 25', to less than 3'. The majority of 1 1/2 and 2 storey houses are on 25' lots and have 3' side yards. Wider lots generally have 4' or more side yards.

Site Coverage

Site coverage in most areas of the community appears to be quite high, especially when allowance for a garage is considered. Estimates of site coverage range from 30% on the larger lots to over 70% on the smaller lots.

Style and Type

The vast majority of dwellings in Crescent Heights are of single-detached style. The plans of buildings are generally rectangular. Many homes have window projections and chimney chases protruding from otherwise shear side walls. Roofs are generally gable style, steep, with pitches ranging from 6/12 and 8/12 on bungalows and up to 14/12 and 16/12 on the 1 1/2 and 2 level houses. Most homes, on a street, have ridges facing the same direction. All homes have a porch or covered entryway. Balconies are common on multi-storey homes. Detached, rear drive garages predominate where there are back alleys.

Architectural Details

Finishing Materials

Most roofs are finished with asphalt shingles, although wood, fibreglass, or slate appear to fit in quite well. Most exterior walls are finished with narrow horizontal siding, rock dash or pebbled stucco, or wood shingles. Almost all houses are finished with two of the foregoing materials. A few houses are constructed almost entirely of red pressed brick, with stone lintels and sills. Still other houses are finished with veneer of variegated brick, offset with painted woodwork. All woodwork (including shingles) is painted. Home colours are generally subdued, tending to neutral colours like gray, white, light browns.

Details

Gable ends on most houses are decorated. Examples of this decoration would be fancy shingle work, round or oval windows, or faux beams. Gable ends are also enhanced with wide continuous fascia boards, usually with a decorative treatment on the ends. Eave braces are another common feature. Many homes have false (decorative) dormers.

Casings around doors and windows are wide, and generally finished to contrast the colour of the walls. Eaves are wide (18" to 24"), with exposed rafter tails. Some homes have dentils in cornice mouldings, or in decorative banding around the building. This is most prevalent on porches or over doorways.

3.8 Commercial Development

3.8.1 Edmonton Trail NE

Local Commercial Land Use

A Direct Control local commercial land use policy is proposed for most of the Edmonton Trail NE frontage. This policy allows a range of commercial uses at a low intensity that cater primarily to the local market area (within two-three kilometres). A local commercial land use was selected as most reflective of existing and desired future development for the following reasons:

a. Many existing buildings have small frontages and are built to the edge of the sidewalk in a typical pedestrian-oriented shopping configuration.

b. Buildings are low scale, one or two storeys. There are extended sidewalks and boulevard landscaping in some locations also typical of pedestrian areas.

c. There is interest on the part of the business community in improving the pedestrian environment and marketing the area to the local communities.

d. A large part of the area is already designated for local commercial uses.

e. Most development occurred before today's high vehicle ownership levels and there is a lack of parking in some areas. A local commercial area encourages pedestrian traffic.

f. Parts of the street already act as a pedestrian area with a predominance of locally oriented uses. There are few auto service or regional oriented businesses.

g. The adjacent communities, and particularly the immediate neighbours, want an improvement in the pedestrian amenity of the commercial corridor, and protection from high rise and high density commercial development.

Redesignations

The implication of a local commercial policy is that those sites currently designated General Commercial (C-3) are proposed to be redesignated to DC. C-3 allows for a development maximum of three times the site size and to a height of 46 metres (150 feet). Given the modest height of adjacent residential development, commercial buildings at 46 metres are neither compatible nor appropriate. The proposed DC district which would allow a maximum height of 10 metres (30 feet) is more appropriate. In addition, for technical and financial reasons related to site sizes and the need for expensive underground parking, the DC designation more accurately reflects the actual development potential.

There are several site specific redesignations which the City will support in principle should the owner apply. These proposals are generally supported to allow consolidation of adjacent properties for improved commercial potential (allowing a higher quality development with less need for relaxations and fewer residential impacts). In some cases special controls will be placed on the sites to control access or to restrict uses.

An existing auto oriented use at 923 Edmonton Trial will be redesignated to allow construction to facilitate storage of equipment and used tires which are currently being kept outdoors.

Redesignation of Split Sites

There are several other sites listed in Table 2 of the ARP which will be supported, in principle, for owner initiated redesignations. Such redesignations will bring the sites in conformity with the long term land use policy for the area.

Parking Relaxations

In an effort to encourage development of small retail and restaurants in the area, the possibility of providing a relaxation of parking requirements for certain uses was considered. The commercial block on the east side of Edmonton Trail between 7 and 8 Avenues was analysed for compliance with the parking standards of the Land Use Bylaw. Based on the current uses, there is only 50% of the parking required by the Bylaw. This calculation includes the 26 stall City parking lot. This shortage of parking, by Bylaw standards, occurs in some other locations along the commercial corridor while some developments meet or exceed the Bylaw requirements. Because of differences between blocks in amount of available parking it was impossible to establish guidelines for specific relaxations (if any) for the whole corridor. As an alternative, the discretion is left with the Development Authority to evaluate applications on a site specific basis and allow relaxations where possible to encourage small retail and restaurant uses.

Signage

The ARP includes rules that prohibit new billboards that are designed to cater to auto-oriented traffic. The proposed sign rules will improve the design and overall impact of signs on Edmonton Trail, a longstanding complaint of business owners and residents.

Business Development

The ARP encourages improvements to existing businesses by either the merchants or the land owners. Improvements like painting of the buildings, flower boxes and other visual improvements would increase the attractiveness of the business area without increasing business taxes.

There is also a range of improvements which could be made to the public right-of-way such as: new sidewalks, planting of street trees, installation of new lighting and banners. Such improvements could be financed by the business community.

3.8.2 Centre Street

Centre Street is the central artery in Crescent Heights, dividing the community approximately in half. As a primary entry to the downtown anchored by the Calgary Tower, it is a particularly important road through north Calgary. Development on the street prior to the 1970s was much as the commercial portion of Edmonton Trail appears today, with strips of small shops. By 1980 however, several large office buildings and auto sales and repair shops had been constructed, changing the character of the street. The corridor now employs several hundred office workers who use the strip as well as nearby residents and passing downtown commuters.

The strip currently contains a mix of auto sales and service outlets, a large number of retail stores, restaurants and office buildings. The mix of uses, particularly the car dealerships, make it impossible to create an attractive pedestrian-oriented shopping environment along the full strip. The policies

in the ARP recognize these difficulties and even though the community would generally prefer an attractive pedestrian oriented environment along both sides of the street, there is a recognition that existing development makes this very unlikely. There are still opportunities for substantial improvement, however, and the ARP recommends a number of actions which will contribute to creating a more attractive corridor.

The long term role of Centre Street has recently been redefined by the Calgary Transportation Plan which identifies the street as a "transit corridor" - part of a concerted strategy to encourage transit use to the downtown. Implementation of this approach may see one or more lanes on Centre Street reserved for transit and possibly car pool use. This would reduce the private vehicle capacity of the street. Long term traffic volume projections indicate a reduction in total vehicle trips reflecting this move to transit use on Centre Street N.

Signage

One of the major concerns regarding street aesthetics is the proliferation of "temporary" signs along major roads in Calgary. The policies for Centre Street call for a reduction in the size of these temporary signs. Currently it is common to see 1.2 x 2.4 metres (4 x 8 ft.) black signs with fluorescent letters, advertising sales, etc. These signs are not considered attractive and often interfere with sight lines on the street obscuring traffic and adjacent shops. The ARP suggests that any temporary signs have a maximum dimension of 1.2 x 1.2 metres (4 x 4 feet). If possible they should be made with an aluminium (or other light alloy) frame and have the capability of covering the sign area with a plastic panel for protection. Signs which meet these standards will be smaller and more attractive than current signs. Actual legislation to establish new rules for temporary signage will await changes to the city-wide signage rules.

No new billboard locations will be allowed and current temporary approvals will not be extended. Pillar ads can be used for third-party advertising.

3.8.3 16 Avenue

Merchant Characteristics

In the Crescent Heights area 16 Avenue is predominantly comprised of smaller independent retailers. Building types and conditions are present in all forms, conditions and densities. When compared with other merchants along 16 Avenue from Crowchild Trail to Deerfoot Trail, the merchants from 3 Street NW to Edmonton Trail generally present the following characteristics:

- There was a higher than average proportion of independently owned businesses at 88% versus 81% along the total length of 16 Avenue from Crowchild Trail to Deerfoot Trail.

- The average age businesses is significantly lower than the average for the Avenue; 38% of the businesses have been operating for under 2 years (average on the Avenue is 28%), and 61% have been operating for under 5 years (average is 51%). This shows that the businesses tend to change more often along the portion of 16 Avenue.

- The businesses do not assign as high a level of importance to local residents as compared to the regional market in the success of their businesses as other areas (and as studies suggest is likely the case).

- Of the businesses along 16 Avenue, the merchants in Crescent Heights had a higher than average number who believed their customers reached them by car. Only 12% of the merchants believed that customers reached their businesses by any other combination of transportation modes (bus, walking).

Only 13% of the merchants along 16 Avenue from Crowchild Trail to Deerfoot Trail have conducted a marketing study. In order to understand the nature of 16 Avenue clients/ customers and gain a general understanding of merchant characteristics in other retail areas throughout the city of Calgary, it may be useful to consider the findings of the Pedestrian Retail Survey: Preliminary Report for Discussion and the Merchant Survey: produced by the Planning & Building Department in 1995.

16 Avenue Land Use Issues and Redesignations

The land use issues related to 16 Avenue focused primarily on signage, zoning and the shopping environment.

Area residents were concerned over the proliferation of signs on 16 Avenue and the ARP has proposed rules to limit the number of third party advertising signs (billboards) by increasing the separation distance to 150 metres (492 ft.) between billboards from the current 75 metres (246 feet) required in the Calgary Entranceway Study.

The ARP proposes a redesignation to reduce the maximum allowable height along the portion of 16 Avenue in Crescent Heights. The current C-3 designation which allows development to a maximum height of 46 metres (150 feet) will be changed to C3-16 which allows a maximum height of 16 metres (53 feet). The allowable built density will remain the same at FAR 3 (three times the site area). The redesignation is proposed to reduce possible loss of privacy and visual impacts from major building construction. The actual likelihood of development, to 46 metres, occurring is quite limited as the small lot sizes along the 16 Avenue corridor and the high parking requirements make such developments financially and technically very difficult.

Redesignations of this nature have been approved by City Council through other ARPs on other major inner city roads.

The other area of concern related to 16 Avenue was the unattractive existing development and the uncomfortable pedestrian environment due to high traffic volumes and speeds. There is little that can be done to effectively address these issues. New commercial development built within the past fifteen years is generally attractive and well designed and any future construction will have to meet similar standards.

There will be no change in the impact of traffic on 16 Avenue businesses until the widening of 16 Avenue occurs. The impacts on the commercial uses of this widening is discussed in the Transportation Section of the Supporting Information and in the Commercial Section of the ARP.

3.9 Open Space & School Facilities

3.9.1 Context

There are two major park sites in the Crescent Heights ARP area. Located at the top of McHugh Bluff, both park sites provide residents with panoramic views of the Bow Valley, Prince's Island and the downtown.

Existing decorative gardens/relaxation spaces, ball fields, tennis courts and playground equipment provide for a variety of outdoor recreational opportunities at the Crescent Park site. Indoor activities at this site centre around the Crescent Heights (community association) Club House and the North Hill Curling Club. Unfortunately, the existing Curling Club structure was destroyed by fire in August 1995 and this portion of the site is temporarily closed until reconstruction occurs.

The Crescent Heights Senior High School abuts the Crescent Heights Club House site. A majority of the school site is developed, with open space accounting for less than 10% of the overall site.

On the east side of Centre Street lies Rotary Park. Its design is similar in nature to its counterpart to the west, with passive activities focused towards the escarpment, and active spaces towards the north. Recreational activities currently located on this site include decorative gardens and seating areas, tennis courts and clubhouse, playground equipment, an outdoor wading pool/change rooms, a Rotary Club community building, and a lawn bowling club.

There are a number of pathways, both formal and informal, which link the Crescent Heights community with surrounding areas. Given the proximity of Crescent Heights to the Downtown, it is not surprising that the 1991 Pulse on Parks Survey found that the percentage of residents who use local parks for commuting purposes regularly (more than 11 times a month) was at least three and half times greater in Crescent Heights than was found for the city as a whole.

Other findings from the Pulse on Parks Survey include:

- Crescent Heights respondents indicated a more frequent use of park spaces in general and a slightly higher placement of value on parks and open spaces than was found for the city as a whole.

- Crescent Heights respondents also indicated a more regular use of local parks for unstructured sports (e.g., frisbee), walking, jogging, and for relaxing than was found for the city as a whole.

- Local parks, however, did not appear to be used as often by Crescent Heights respondents for informal play (e.g., tot lots) or for structured sports (e.g., softball league) when compared to the city norm.

- Crescent Heights respondents indicated a higher level of satisfaction with the quality of most types of local parks and open spaces than was found generally throughout the city, with the exception of structured sport spaces.

- When asked to prioritize funding allotments to various parks and open space objectives, a larger proportion of Crescent Heights respondents (when compared to the proportion city-wide) identified pathways, relaxation areas and natural areas as priorities for funding.

While such survey results should not replace the participatory processes of the ARP, they do help to provide some contextual information regarding resident (adult) preferences.

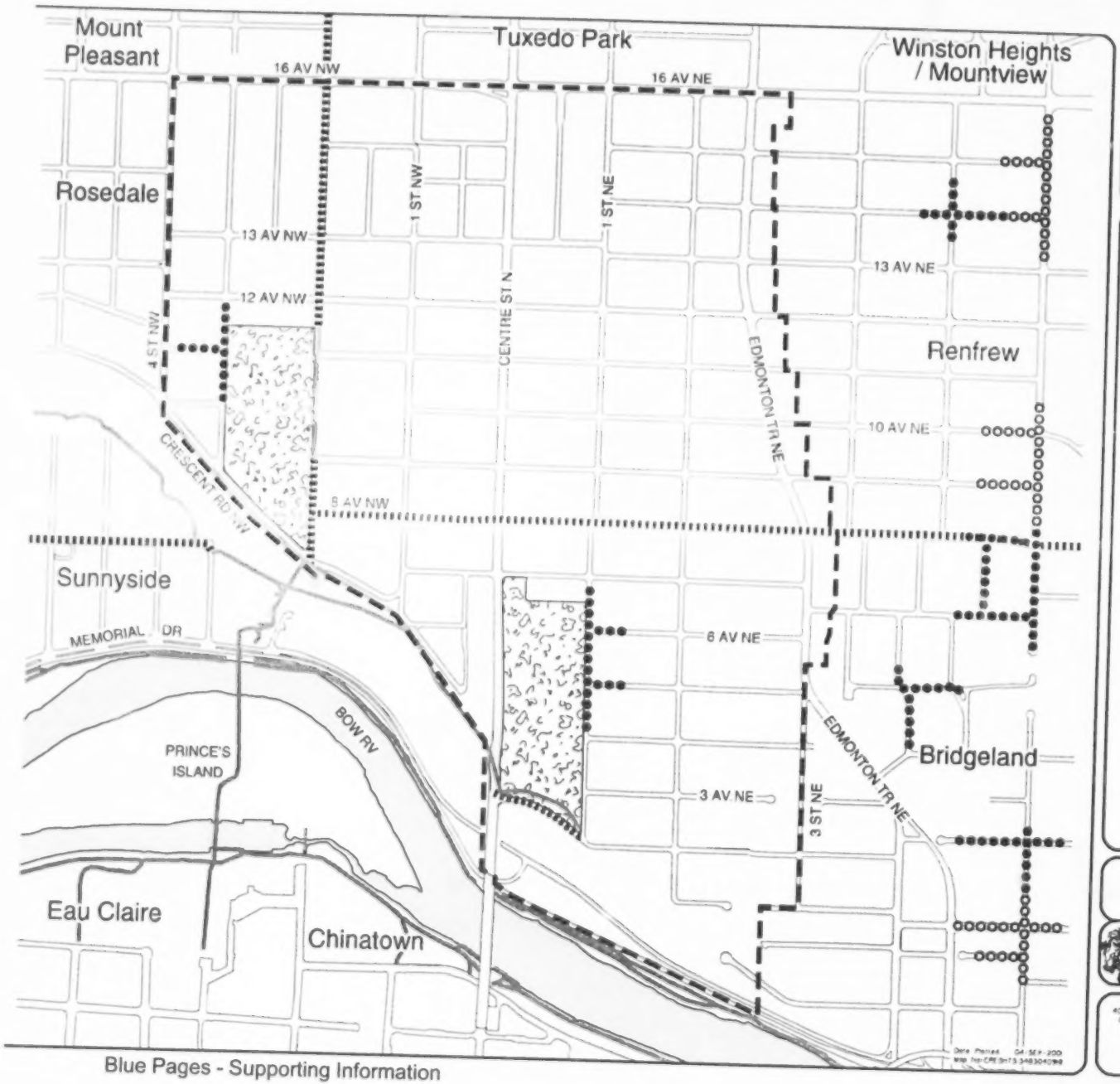
3.9.2 Open Space Supply

Open space assessments within established communities are evaluated in accordance with the 1984 Inner City Open Space Study and the 1988-1992 Calgary Parks & Recreation Policies and Priorities documents. Both the supply and distribution of the existing open spaces are reviewed.

In assessing open space supply needs, the demographic profile of a community is taken into account along with an evaluation of the housing types. Generally the higher the proportion of children within the community, the larger the open space supply requirement.

Based on 1994 Census information, nine percent (9%) of the Crescent Heights population was under the age of 15 years. Crescent Heights is considered to be a Type B Community, requiring .7-.9 ha. of functional local open space per 1,000 residents.

As shown on Map B8 and detailed in the following table, there are approximately 12.6 hectares of parks and open space in Crescent Heights. Of this amount, 8.94 hectares of land is considered to be functional, local open space. Based on a 1994 population of 5,467 residents, there are 1.63 hectares of local, functional open space per 1,000 residents, well above the guidelines established in the Inner City Open Space Study.



Crescent Heights

Map No. B7

Title

Bikeways & Pathways
Playgrounds & School Zones

Legend

- Area Redevelopment Plan Boundary
- Existing Bikeways
- Existing Pathways
- Local Pathways
- Playground Zone
- School Zone

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400 0 400 800 FEET
100 0 100 200 METRES

3.9.3 Parks Space Distribution

The Inner City Open Space Study recommends that open space be distributed in such a way that residents are within a 500 metre walking distance of a park greater than or equal to .5 ha in size.

The distribution of open space in Crescent Heights is unbalanced with respect to the distance which residents must travel to access local park spaces. Residents in the northeast portion of the community must walk a distance which is greater than 500 metres in order to access local park space (the furthest walking distance being 1,000 metres away).

There are two open spaces outside of the Crescent Heights ARP area which are within a 500 metre walking distance of this portion of the community (Balmoral Junior High School and the Monroe Art Centre site). Unfortunately, both sites are separated from Crescent Heights by major arterial roads and therefore are not easily accessible.

3.9.4 Land Acquisition Considerations

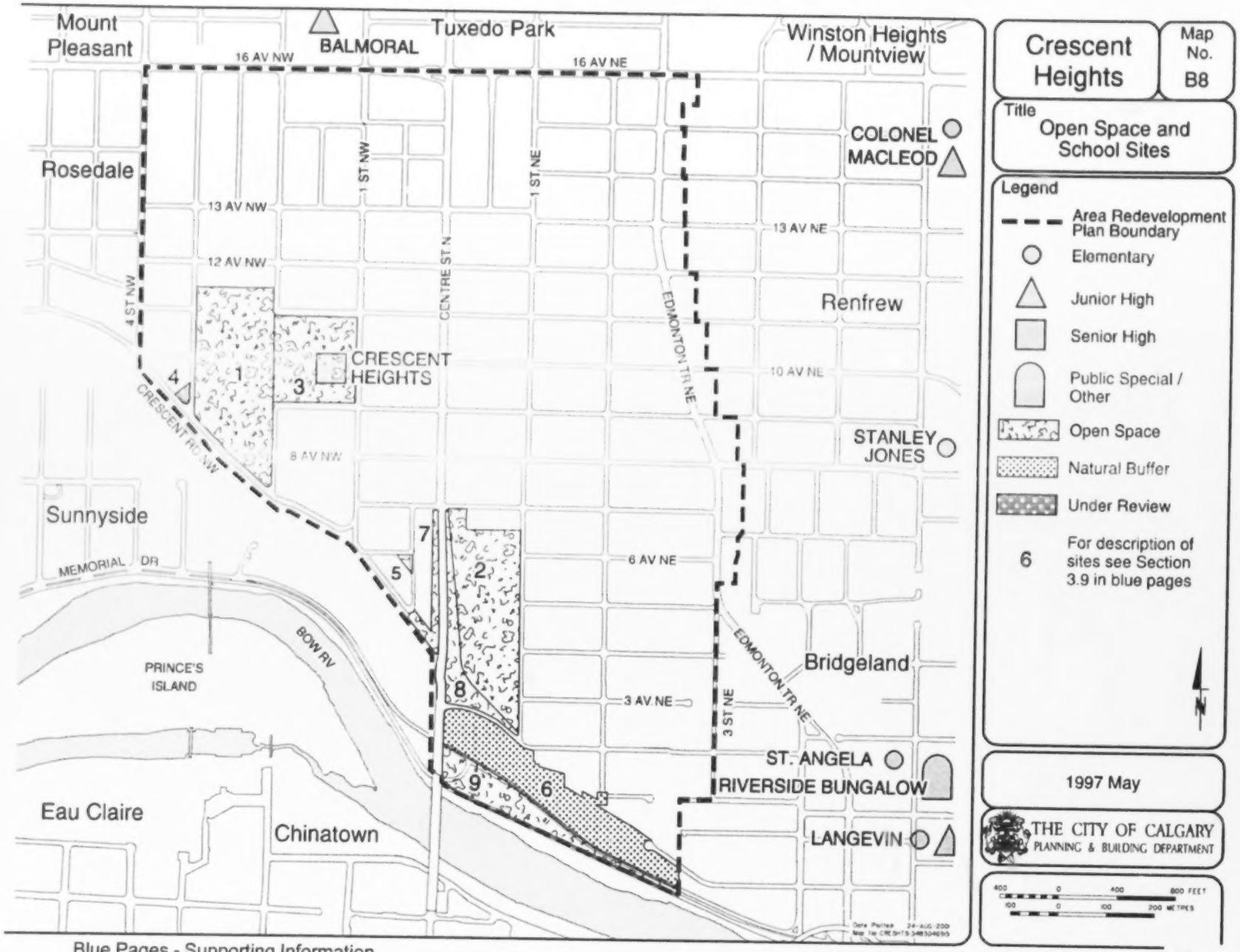
In response to the unequal distribution of open space, previous needs assessments for Crescent Heights have indicated a need to locate a park site in the northeast portion of the community.

Several options for creating this space are currently being considered by the City and the community. These are:

1. Using land adjacent to or surplus to the 16 Avenue widening to create a park.

2. Closing a portion of 2 Street NE north of 12 Avenue NE and creating a park space out of the road right-of-way.

These options are being pursued and residents who could be affected by options 1 and 3 will be surveyed for their opinions.


Crescent Heights
Map No. B8
Title
Open Space and School Sites
Legend
Area Redevelopment Plan Boundary
Elementary
Junior High
Senior High
Public Special / Other
Open Space
Natural Buffer
Under Review
6 For description of sites see Section 3.9 in blue pages
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Mount Pleasant
BALMORAL
Tuxedo Park
Winston Heights / Mountview
16 AV NW
16 AV NE
Rosedale
COLONEL MACLEOD
1 ST NW
1 ST NE
13 AV NW
13 AV NE
12 AV NW
4 ST NW
CENTRE ST N
EDMONTON TR NE
Renfrew
CRESCENT HEIGHTS
10 AV NE
STANLEY JONES
8 AV NW
CRESCENT RD NW
Sunnyside
MEMORIAL DR
6 AV NE
BOW RV
PRINCE'S ISLAND
Bridgeland
3 AV NE
3 ST NE
ST. ANGELA
RIVERSIDE BUNGALOW
Eau Claire
Chinatown
LANGEVIN

Existing Open Space & School Facilities

#	Parks Classification	Site Name or Description	Location	Ownership (City Inventory)	Land Use	Gross Area (Hectares)	Amount of Non-Functional Space (Hectares)
1.	Community	Crescent Park	Multiple Parcels: 835 2 St NW 815 2 St NW 1201 2 St NW Closed ROW (Bylaw 73/78)	City (Parks)	PE	5.17	.58 (buildings, parking lots)
2.	Community	Rotary Park	Multiple Parcels: 705 1 St NE 617 1 St NE 605 1 St NE 425 1 St NE 107 7 Ave NE 120 5 Ave NE Closed ROW (Bylaw 158/76)	City (Parks)	PE	4.71	.59 (buildings, parking lots)
3.	Community	Crescent Heights High School	1019 1 St NW	Calgary Board of Education	R-2	2.72	2.49 (buildings, parking lots)
					Subtotal (Community Open Space)	**12.6**	**3.66**
					%Gross Area	**100%**	**29.1%**
					%Total Functional Open Space Area	**NA**	**NA**
			Hectares of Functional Open Space Per 1,000 residents (Based on 1994 Population of 5,467)			**2.3**	**NA**
4.	Visual Relief/Urban Buffer Areas (Local)		404 Crescent Road NW	City (Parks)	PE	.04	0.00
5.	Visual Relief/Urban Buffer Areas (Local)		115 6 Ave NW	City (Parks)	R-1	.05	0.00
6.	Visual Relief/Urban Buffer Areas (Regional)	McHugh Bluff (below Rotary Park)	Memorial Drive between Centre St & Edmonton Trail	City	A	4.19	4.19

Amount of Functional Space (Hectares)			Comments
Active	**Passive**	**Total**	
3.06	1.53	4.59	Multi-purpose Park: Crescent Park Decorative gardens, seating and picnic areas, playground, 2 ball fields, tennis courts, Crescent Heights Community Association building (leased). Former North Hill Curling club site (leased), pathway system between the park and Crescent Heights High School.
2.75	1.37	4.12	Multi-purpose Park: Rotary Park Decorative gardens, seating and picnic areas, playground, tennis court & clubhouse (leased), outdoor wading pool & change rooms, Rotary Club community buildings/Royal Canadian Legion Lawnbowling Club (leased), EMS Dispatching Centre.
.23	0.00	23	Fenced Practice Field (as a result of fencing, some residents perceive this area as being less public).
6.04 **47.9%** **67.9%** **NA**	**2.90** **23.0%** **32.4%** **NA**	**8.94** **70.9%** **100%** **1.63**	
0.00	.04	.04	Proposed for redesignation and disposition.
0.00	.05	.05	Vacant lot, green space.
0.00	0.00	0.00	Escarpment left in natural state (no formal pathways).

#	Parks Classification	Site Name or Description		Ownership (City Inventory)	Land Use	Gross Area (Hectares)	Amount of Non-Functional Space (Hectares)
7.	Visual Relief/Urban Buffer Areas (Regional)	Centre Street Escarpment (west side)	Centre Street between north end of Centre Street Bridge and 7 Ave	City	R-2	.52	.52
8.	Visual Relief/Urban Buffer Areas (Regional)	Centre Street Escarpment (east side)	Centre Street between north end of Centre Street Bridge and 7 Ave	City	PE	1.27	.89
9.	Visual Relief/Urban Buffer Areas (Regional)	Memorial Drive Roadway Greens	Memorial Drive between Centre Street & Edmonton Trail	City	A	3.69	3.69
					Grand Total	**22.36**	**12.95**
					%Gross Area	**100%**	**69.36%**

Amount of Functional Space (Hectares)			Comments
Active	Passive	Total	
0.00	0.00	0.00	Escarpment left primarily in natural state, bank stabilization structures.
0.00	0.00	0.00	Escarpment, decorative garden, staircase, pathways leading from Centre Street to Rotary Park, bank stabilization, fencing along roadway.
0.00	0.00	0.00	Manicured Roadway Greens.
6.42	**2.99**	**9.41**	
34.4%	**16.0%**	**50.4%**	

3.9.5 Crescent Heights Senior High School

Most of this site is currently developed and contributes only nominally to the amount of open space in Crescent Heights. The site is owned by the Calgary Board of Education (CBE) and zoned R-2. It is the policy of Calgary Parks & Recreation that, based on the current situation, it would not recommend the acquisition of this site should it be considered surplus by CBE.

It is recommended that should this site be considered for a non-public use in the future, an overall site plan and development guidelines be established to address the proposed redevelopment.

3.9.6 Proposed Landscaping and Upgrading on Centre Street between Centre Street Bridge and 7 Avenue North

The escarpments along Centre Street and adjoining open spaces at the base of the slopes have been left in their natural state, with the exception of a decorative garden and staircase leading from Centre Street to Rotary Park.

The community has expressed some interest in seeing the landscaping upgraded, through additional plantings, along the east and west side of Centre Street. If the community wishes to undertake a landscaping project an Adopt-a-Park program may be an option. Project plans should be consistent with the Natural Areas Management Plan. Slope stability and road allowance implications must also be considered.

Issues relating to McHugh Bluff have been the focus of attention for the McHugh Bluff Natural Area Committee which was formed in 1991. At that time, the committee comprised residents from the Hillhurst/ Sunnyside, Rosedale and Crescent Heights communities. Following an 18 month participatory planning process, the Committee presented to Council a proposed concept plan for McHugh Bluff. Council approved the concept plan in principle in 1993.

Enhancement of the Centre Street entrance was included in the proposed plan. In this regard, should the Crescent Heights community be interested in participating in a landscaping project along Centre street, it is recommended that the community explore partnerships with the McHugh Bluff Natural Area Committee.

The McHugh Bluff Natural Area Committee is currently inactive, however is still in existence. The biggest difficulty in implementing the plan has been the lack of available funding. The Committee has completed some projects on the Bluff and would welcome the support of nearby residents.

Both escarpments are located within the Centre Street Right-of-Way and any design changes for the escarpments would have to be coordinated with the City's Engineering and Environmental Services Department.

3.10 Transportation System

3.10.1 16 Avenue N Proposed Widening

16 Avenue N Functional Study

Council's 1977 approval of the 16 Avenue North Functional Study, initiated the purchase of properties along the south side of 16 Avenue, on an opportunity basis, to facilitate road widening. To protect a sufficient right-of-way and pedestrian area, Council established a 17 foot setback requirement on the north side of 16 Avenue and a 50 foot setback requirement on the south side, from the existing right-of-way. Improvements were expected to comprise six 12 foot through lanes, a 14 foot raised median with 11 foot left turn bays, as well as 23 foot and 20 foot pedestrian corridors/boulevards on the north and south sides respectively. The 1977, 16 Avenue North Functional Study contemplates lane widths and median standards which differ from today's transportation standards. It is expected that the future widening of 16 Avenue using current design standards would require:

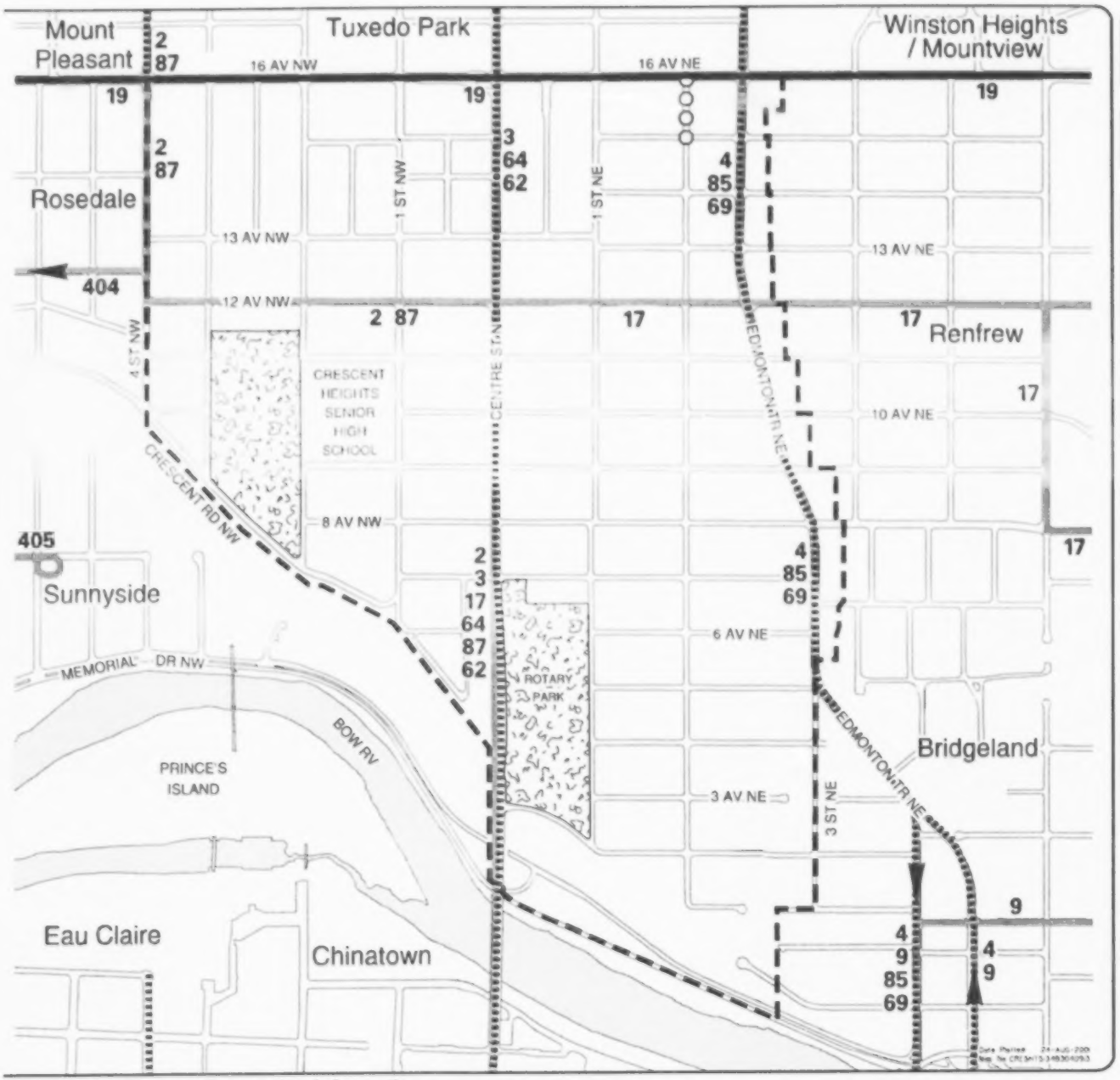
20 ft	6 m	Median
73 ft	22.2 m	6 lanes at 3.7 m each
7 ft	2 m	Curb and gutter (4 @ .5m ea.)
99 ft	30.2m	Road
17 ft	5.15 m	Pedestrian area each side (2)
133 ft	**40.5 m**	**Total Right-of-Way**

These present day standards may be accommodated within the total right-of-way requirements approved by Council in 1977.

The Functional Study addressed noise, in the Crescent Heights area, by suggesting that development controls could be instituted which would have commercial structures create an effective noise barrier to adequately buffer residents.

Timing for the widening has not been determined however it is unlikely that it will occur before 2005.

Crescent Heights is very well served by transit routes 2, 3, 4, 17, 62, 64, 69, 85, 87 and Community Shuttle 404 (Map B9).



Crescent Heights

Map No. B9

Title: Bus Routes Truck / Dangerous Goods Routes

Legend

- Area Redevelopment Plan Boundary
- Truck Route
- Dangerous Goods Route
- Restricted Truck Route (maximum 3 axle trucks)
- Bus Routes
- 17 Bus Route Numbers

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Community Traffic Study

A community traffic study in Crescent Heights is being undertaken by the Transportation Department. This study has identified a number of proposed actions to address issues raised by the community and other parties. Most of these options are identified in the Transportation Section of the ARP. It is expected that the affected areas of the community will be surveyed during the summer of 1996 to their attitude towards the proposals.

There is substantial emphasis being placed on revising the timing of the traffic lights on the major roads in the Crescent Heights area to discourage traffic from travelling through the community during peak hours. The lights at Centre Street and 12 Avenue and at 16 Avenue as well as the lights at 16 Avenue and 4 Street NW are particularly important in limiting 12 Avenue traffic. The light timing at Edmonton Trail and 8 Avenue will be reviewed to limit traffic on 8 Avenue NE.

The Calgary Transportation Plan

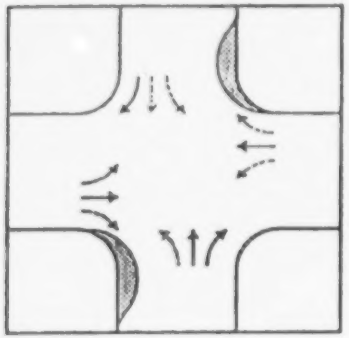
The Calgary Transportation Plan is the most recent affirmation that 16 Avenue will be widened to 6 lanes. The Plan identifies 16 Avenue as a major east/west corridor and notes it as an exception to the "free flow" travel continuity principle for the city-wide skeletal network. Most of the signalized intersections are expected to remain.

16 Avenue is identified as a General Commercial Area, and a transit corridor (Centre Street transfer area).

The Calgary Transportation Plan has established the land uses, for the city, in order to manage efficient development into the year 2024. Although the majority of growth is expected to be directed to the suburbs, the intent of the land use strategy is to shift a significant share of suburban employment growth to locations which contribute to the goals of the Plan. Outside of the new suburban areas, the downtown and inner city are expected to experience the most employment growth increases. The Calgary Transportation Plan employment growth strategy focuses on locating jobs where people live and promoting intensification along transit corridors.

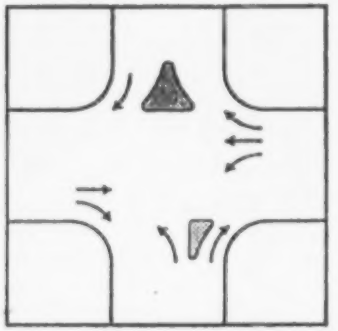
3.10.2 Physical Techniques for Traffic Calming

1
Road Narrowing/Bulbing



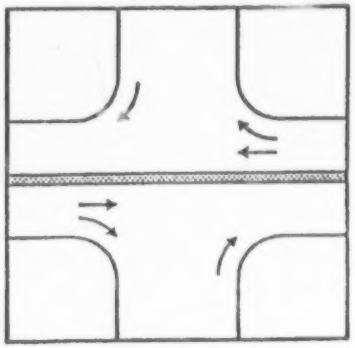
Road narrowing or bulbing refers to the introduction of a physical barrier projecting out from the existing curb line. These features can be introduced both at intersections and midblock locations. They are intended to regulate traffic flow into specific lanes, prevent midblock passing or force turning movements at intersections. They may also be used to formalize parking lanes and reduce pedestrian crossing distances. Careful consideration must be given to impacts on turning movements, transit operation and cyclists.

2
Channelization



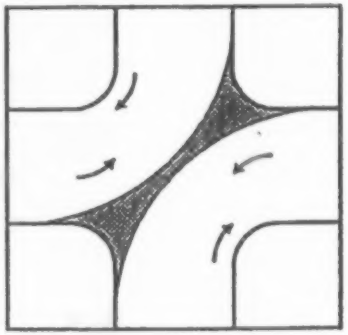
Channelization refers to the introduction of traffic restraint measures which are intended to direct or channel traffic in a particular direction. These measures, commonly referred to as islands, are designed to physically prevent specific movements. As a result they may have a significant impact on shortcutting traffic. There will of course be a corresponding disruption to resident traffic. In some cases, motorists will persist in circumventing the channelization and some police enforcement will be required.

3
Median



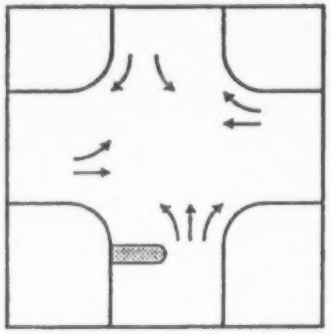
Where sufficient space is available, the installation of a median may offer a viable solution by eliminating some through and turning movements. Due to space requirement and possible impacts on parking, medians have limited application.

4
Diverter



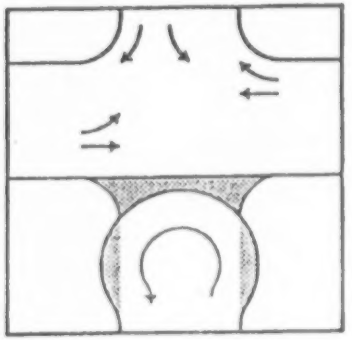
A diverter is an obstruction installed diagonally through an intersection. It forces all traffic to turn at right angles eliminating through movements and some turns. As there is no way around the diverter, enforcement is not normally required.

5
Partial Closure



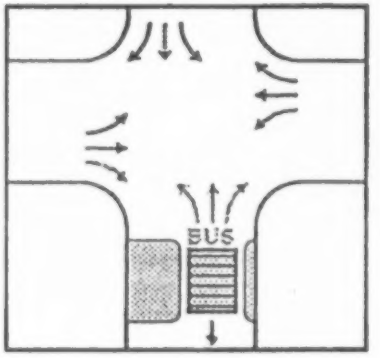
A partial or half closure of a roadway may be used to restrict access or egress. There is a concern that enforcement may be required to ensure compliance as there is an opportunity for vehicles to circumvent the partial closure by driving on the wrong side of the road. From experience this measure is primarily abused by local residents who fail to adjust to revised traffic patterns in their neighbourhood. It should be noted that this type of installation may impact on-street parking.

6
Full Closure



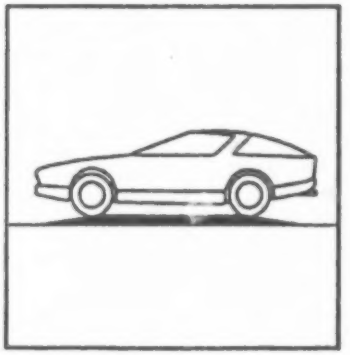
The use of road closures is sometimes required to address local traffic problems. Residents should be advised, however, that a closure should be viewed as a last resort as it is the most extreme physical measure available. A closure blocks all traffic to/from a street. Communities must, therefore, carefully consider impacts on the immediately surrounding streets.

7
Bus Only Crossing



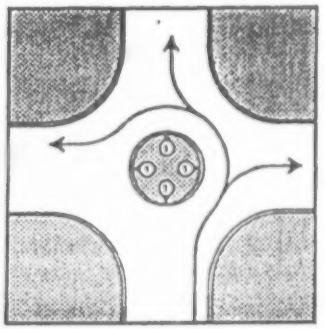
A bus only crossing is used where a road closure is required to address a traffic concern and where there remains the necessity for a transit link. The road is impassable to most vehicles with the exception of buses and larger trucks, including fire trucks.

8
Speed Humps



Speed humps are roadways "undulations" intended to reduce travel speeds on residential streets. Speed humps have only recently been accepted as an experimental traffic control measure in Calgary and the effectiveness of some recent trial installations are currently being evaluated.

9
Traffic Buttons (Rotary Traffic Islands)



A traffic button is a physical feature centered in an intersection with the intent of reducing travel speeds on residential streets. Motorists are required to slow down to safely manoeuvre through the intersection. Like speed humps, City Council has only recently approved their use on a trial basis.

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